

OFFICER'S REPORT FOR: Hearing Commissioners

IN THE MATTER OF: An application for resource consent for a subdivision and to undertake earthworks with a lapse period of 10 years at 48 and 58 Tiekō Street, and 131, 139 and 147 Otaihanga Road, Otaihanga, Paraparaumu

PREPARED BY: Marnie Rydon
Consultant Planner
Incite

REVIEWED BY: Yolanda Morgan
Team Leader Resource Consents

REPORT DATED: 13 July 2022

DATE OF HEARING: 3 August 2022

Publicly Notified Application

Site Address	48 and 58 Tiekō Street, and 131, 139 and 147 Otaihanga Road, Otaihanga, Paraparaumu
Legal Description	Lots 1 & 3 DP 303764, Lot 6 DP 53191 and Lots 2, 3 & 4 DP 84524
Applicants	M R Mansell, R P Mansell and A J Mansell
Proposal	To undertake earthworks, construct new roads, undertake a 46-lot rural residential subdivision with three reserves to vest with a 10-year lapse period and the surrender of easements
District Plan Notations	Zoned – Rural Residential Otaihanga Road is a Local Community Connector in the Transport Network Hierarchy Ponding Flood Hazard Coastal Environment Airport Plan: Runways Height Surfaces
Owners	M R Mansell, A J Mansell and R P Mansell
Activity Status	Non-Complying
Recommendation	That consent be granted

APPENDICES

Appendix A Submissions

Appendix B Recommended Conditions

Appendix C Transport Safety Lead Statement of Evidence

Appendix D Objectives and Policies of the National Policy Statement on Urban Development

Appendix E Objectives and Policies of the District Plan

Appendix F Robin Simpson Statement of Evidence

Appendix G Addendum to Landscape and Visual Assessment Review July 2022

Appendix H Revised Plans July 2022

Statement of Experience - Marnie Rydon

- 1) My name is Marnie Rydon. I hold a Bachelor of Social Sciences from the University of Waikato. I am a member of the Resource Management Law Association.
- 2) I have over nine years' experience in resource management in New Zealand. This includes extensive experience in local authorities.
- 3) My current position is as a Resource Management Consultant at Incite, a resource management and environmental consultancy based in Wellington.
- 4) I am very familiar with the planning framework on the Kāpiti Coast as prior to my current position I worked for the Kāpiti Coast District Council in the Resource Consent team for six years.
- 5) I have read and am familiar with the Code of Conduct for Expert Witnesses in the current Environment Court Practice Note (2014), have complied with it, and will follow the Code when presenting evidence. I also confirm that the matters addressed are within my area of expertise, except where relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

1. INTRODUCTION

- 6) This report discusses, and makes recommendations on, the proposal and submissions received in relation to an application by M R Mansell, R P Mansell and A J Mansell for resource consent to undertake a subdivisions and earthworks at 48 and 58 Tiekō Street and 131, 139 and 147 Otaihanga Road, Otaihanga, Paraparaumu.

2. RELEVANT BACKGROUND

2.1. The Site and Locality

- 7) The site is fully described in section 2.1 of the AEE¹. Unless stated below, I generally concur with the accuracy of the Applicant's description and rely on it for my assessment. I have visited the site and locality². The salient points of the site and locality are as follows:
- 8) The site contains one existing dwelling which is proposed to remain. The remainder of the site is vacant and largely used for grazing. There are pockets of mature vegetation including pine trees and low-lying wetland areas. The site has an undulating topography which is typical of the coastal environment in which it is located.
- 9) The site is legally described as Lots 1 and 3 DP 303764, Lot 6 DP 53191 and Lots 2, 3 and 4 DP 84524, held within Records of Title 15068, WN23A/206, WN52A/677, WN52A/676 and WN52A/678. The combined area of the site is 25.3449ha.
- 10) There are a number of easements registered on the Records of Title for rights of way, drainage rights, water supply, sewage drainage, telecommunication and stormwater drainage.
- 11) Four of the Records of Title are subject to consent notices. The application did not include a request to cancel any of these consent notices; however, as part of the first further information request response it was confirmed that the items on the consent notices would not impact the processing of the current application.
- 12) The irregular shaped site gains access from various points along Otaihanga Road and a right of way from Tiekō Street.
- 13) To help provide context to the site in relation to surrounding properties, the aerial photograph below (Figure 1) shows the location of neighbouring properties in relation to the site.

¹ AEE Chris Hansen Consultants Limited - Page 11

² 13 July 2021 with the applicant and Council's Development Engineer

- 14) The description of the site in the application³ notes that:
- There are four wetland areas on the site that have been assessed as being natural inland wetlands in terms of the National Policy Standards Freshwater Management⁴ (NPS-FM);*
- Indigenous bird species include swallow, grey warbler, paradise shelduck and swamp harrier, silvereye and fantail; introduced species include blackbird and Australian magpie – none of the species are classified as ‘threatened’ or ‘at risk’;*
- The vegetation on the site is characterised by pasture with shelter belts and remnant kanuka groves.*
- 15) The surrounding environment contains the MacKays to Peka Peka Expressway (State Highway One) directly to the east of the subject site which includes the associated walkway/cycleway/bridleway.
- 16) The sites immediately adjoining the subject sites have a similar topography and are of similar rural residential sizes. A number of these properties contain dwellings, large paddocks and mature vegetation that is common in rural areas. Further to the northwest is the suburb known as Otaihanga that is zoned residential and thus is made up of allotments significantly smaller than the subject sites that contain dwellings, landscaping typical of a residential environment and accessory buildings.
- 17) The Southward Car Museum and Otaihanga Transfer Station are located along Otaihanga Road to the southeast as well as a range of other small commercial/industrial operations.

³ AEE Chris Hansen Consultants Limited - Page 11

⁴ National Policy Statement for Freshwater Management 2020



Figure 1: Aerial photograph of the entire site. Source Chris Hansen Consultants Limited AEE

2.2. The Proposal/Application

18) Resource consent is sought to:

- Undertake a 46-lot⁵ rural residential subdivision, with the lots intended for the future construction of dwellings, ranging in size from 490m²-2.78ha;
- Create four lots to vest with Council as road. This involves two areas of land adjoining Otaihanga Road to provide for road widening, one new road that will connect to Otaihanga Road and the extension of Tieko Street;
- Create one lot to vest with Council as local purpose reserve (stormwater);
- Create one lot to vest with Council as recreation reserve;
- Create one lot to vest with Council as a shared path;

⁵ Consent was originally sought for a 49-lot subdivision, this was reduced to 47 lots as part of the post notification further information request and further reduced to 46 lots on 3 July 2022

- Undertake earthworks that will involve 70,000m³ of cut and 54,000m³ of fill that will alter the ground level by a maximum of 8.5m;
- Modify indigenous vegetation that is within 20m of a waterbody;
- Reduce the applicable front, rear and side yard setbacks for proposed Lots 23-46;
- Extend the lapse period from five years to 10 years; and,
- Surrender easements.

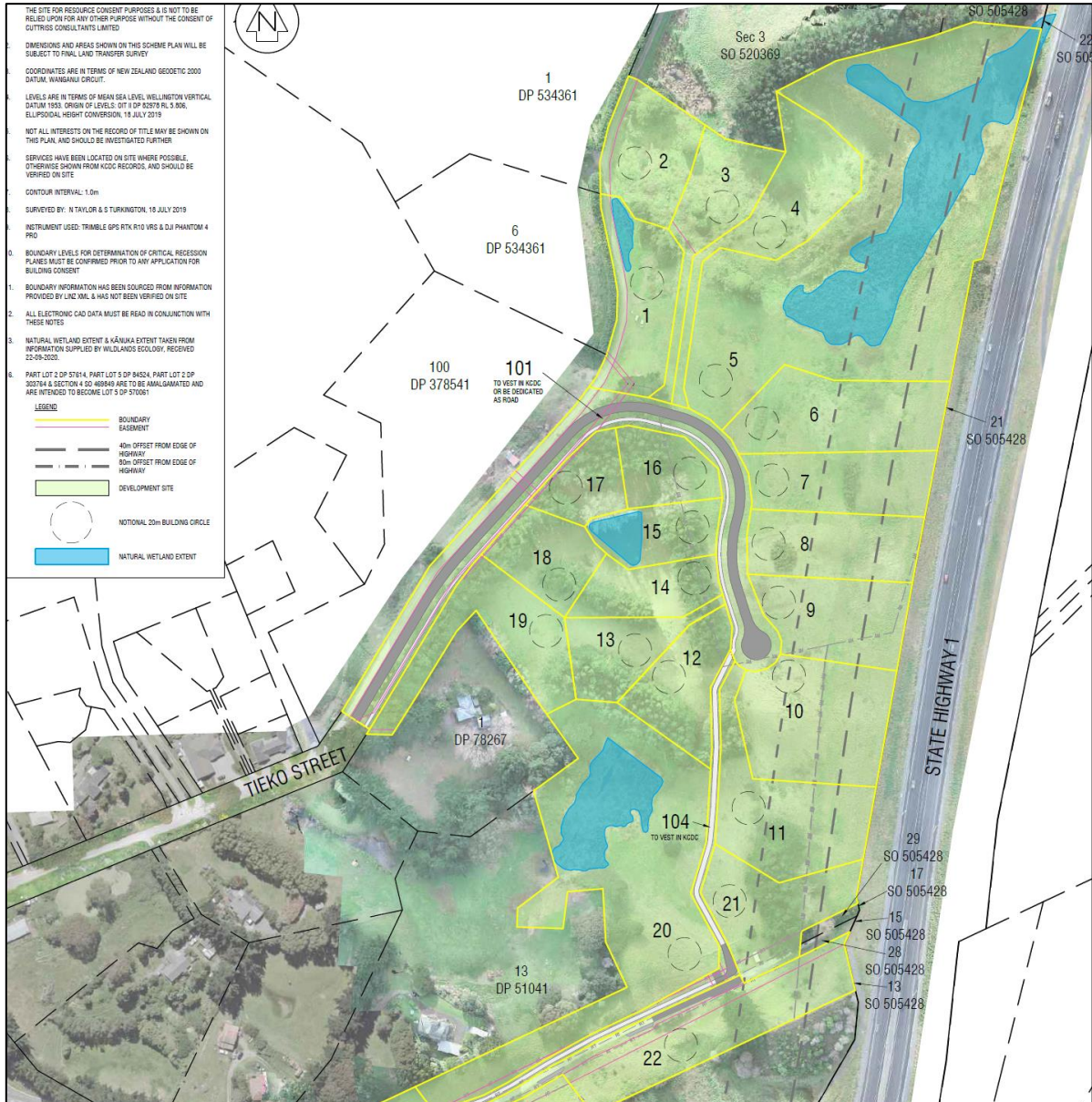


Figure 2: Northern area of proposed subdivision

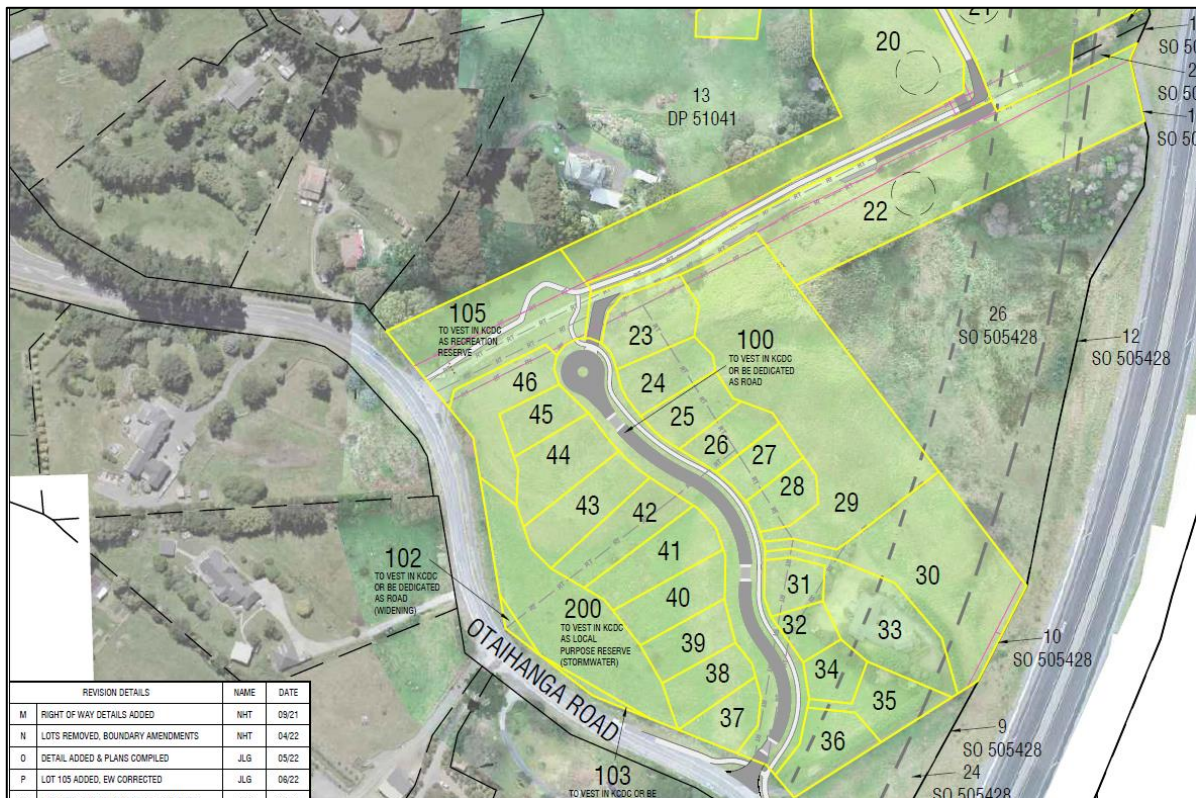


Figure 3: Southern area of proposed subdivision

- 19) The subdivision will have a minimum average lot size of 0.34ha which is less than the District Plan restricted discretionary standard for a 1ha average.
- 20) Thirteen of the proposed rural residential lots meet the minimum lot size restricted discretionary standard in the District Plan of 4,000m².
- 21) The site is subject to the flood hazard ponding (this is limited to a small area in the northern part of the site), is within the coastal environment and contains sand soils.
- 22) The accesses to proposed Lots 3 and 4 are 14.5m and 11.1m which exceed the District Plan maximum access width for a permitted activity of 9m, by 5.5m and 2.1m.
- 23) Earthworks will be undertaken within 20m of a waterbody and within the ponding flood hazard area.
- 24) Power and telecommunications services will be provided to Lots 1-46 via the extension of existing services located within Otaihanga Road and Tiekō Street into Lots 100 and 101. Where necessary, easements will be created to protect these services to individual allotments.
- 25) Proposed Lots 1-32 and Lots 34-46 will be vacant with the existing dwelling remaining on proposed Lot 33, although a new access will be constructed for this lot.
- 26) Lots 1-19 will be accessed via the Tiekō Street extension with right of way easements created where necessary. Lots 20-46 will be accessed via the new road with right of way easements created where necessary.
- 27) The Applicant proposes to retain all existing natural inland wetland areas with buffers proposed on all wetlands. With respect to the wetland on Lot 1, due to the location of the access boundary, a 10m buffer cannot be provided around the entirety of the wetland; however, will be 10m where possible. The natural inland wetland areas will be enhanced by weeding and planting and will be fenced as part of the proposed works.

- 28) The Applicant proposes to create a 1ha lizard area. This will be adjacent to the northern most natural inland wetland area (proposed Lot 5) and is proposed to mitigate the loss of lizard habitat within the remainder of the site.
- 29) Exotic and native vegetation will be removed to allow for the works associated with the subdivision.
- 30) The Applicant has proffered a raft of conditions to mitigate the effects of the subdivision and earthworks. These are discussed below.

2.3. Application Documentation

- 31) The Application consists of:
 - a) An Assessment of Environmental Effects dated June 2021 prepared by Chris Hansen Consultants Ltd. This includes 11 Appendices.
 - b) Records of Title (Appendix A);
 - c) Photographs of Site (Appendix B);
 - d) Scheme Plans (Appendix C);
 - e) Landscape & Visual Impact Assessment Report (Appendix D);
 - f) Transport Assessment Report (Appendix E);
 - g) Geotechnical Assessment (Appendix F);
 - h) Ecology Report (Appendix G);
 - i) Flood Hazard Report (Appendix H);
 - j) Cuttriss Engineering Infrastructure Report (Appendix I);
 - k) Archaeology Assessment Report (Appendix J); and
 - l) Proposed District Plan (PDP) Objectives and Policies (Appendix K).

Further Information

- 32) In accordance with s92(1) of the Resource Management Act 1991 (RMA), the Council requested further information on 26 July 2021. This request contained 26 items relating to:-
 - a) Concerns raised by Ātiawa ki Whakarongotai Charitable Trust;
 - b) Usability of lots for their intended future purpose;
 - c) Existing consent notices;
 - d) Traffic;
 - e) Earthworks; and,
 - f) Open Space.

Peer Review

- 33) Peer reviews of the Applicant's geotechnical report and landscape and visual assessment were commissioned by the Council on 27 October 2021 pursuant to section 92(2) of the RMA.
- 34) The geotechnical report review was undertaken by Miyamoto and received by Council on 19 November 2021.
- 35) The landscape and visual assessment review was undertaken by Robin Simpson Design and received by Council on 17 January 2022.

Post Notification Further Information

- 36) Following the close of submissions and receipt of the section 92(2) reviews, the Council requested further information with respect to:
 - a. Animal and pest management;
 - b. Findings of the landscape and visual assessment review;

- c. Findings of the geotechnical report review; and,
- d. Roading.

- 37) Responses to the Council's request were received from the Applicant on 8, 12 and 13 April 2022.
- 38) A full set of revised plans for the proposal was received on 3 June 2022 based on April 2022 information.

Revised Scheme

- 39) A revised scheme plan was received on 13 July 2022 that included further mitigation and included the removal of another allotment, reducing the original proposal from 49 allotments to 46 allotments.
- 40) The revised scheme and landscape plans are included at Appendix H.

3. KĀPITI COAST DISTRICT PLAN AND NATIONAL ENVIRONMENTAL STANDARDS

National Environmental Standards

- 41) No other national environment standards are considered to be relevant to this proposal.

Kāpiti Coast District Plan

- 42) At the time the application was lodged, the relevant plan for assessment was the Proposed District Plan Appeals Version 2018. All appeals had been resolved and therefore, no assessment against the Operative District Plan 1999 has been made.

Planning Maps

- 43) The site is zoned Rural Residential in the Proposed District Plan. The site is within the Coastal Environment and the Airport Plan: Runways Height Surfaces and affected by the flood hazard ponding. Otaihangā Road is shown as a Local Community Connector in the Transport Network Hierarchy.

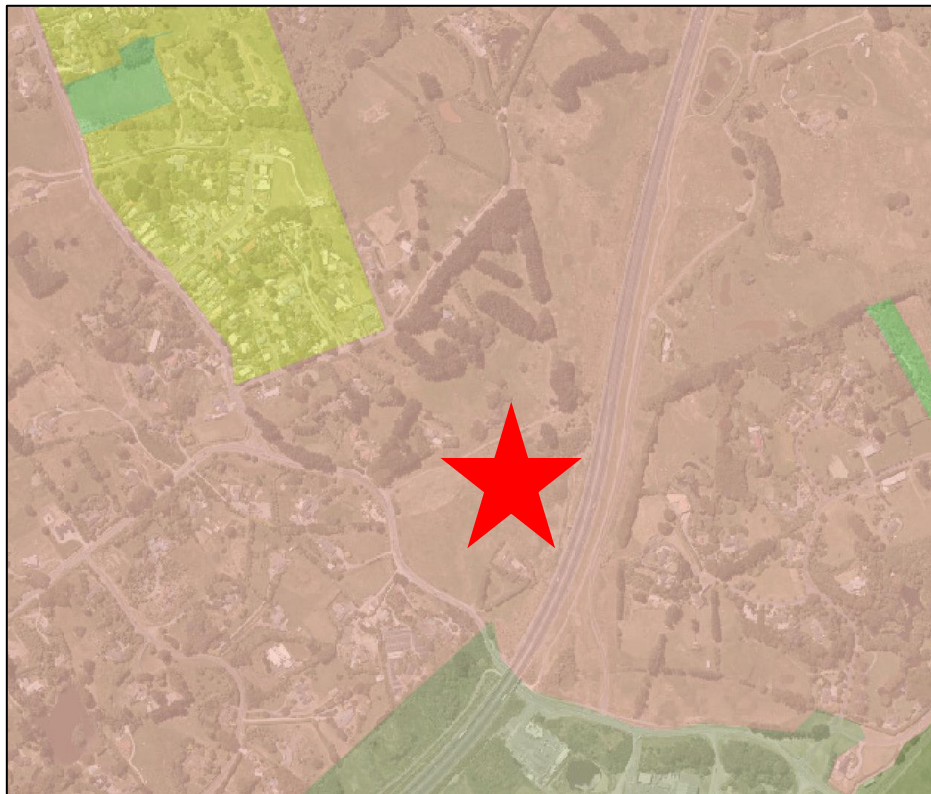


Figure 4: Zoning map showing the area of the subdivision with a red star (yellow = General Residential, salmon = Rural Residential, dark green = General Rural and light green = Open Space). Source KCDC ePlan

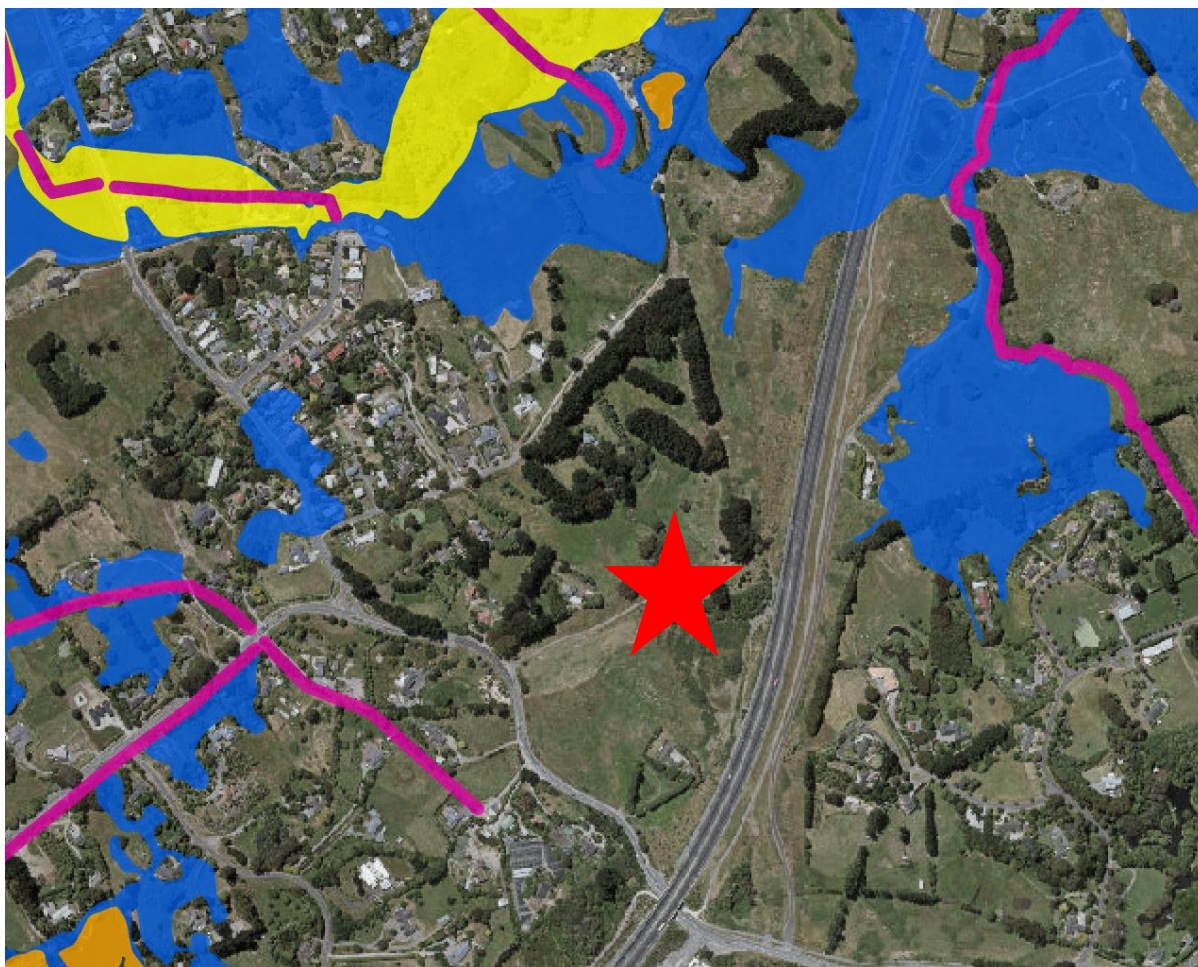


Figure 5: Flood hazard map of the area with the red star depicting the area where the subdivision is proposed (blue = ponding, yellow = overflow path, pink = stream corridor and orange = flood storage).
Source KCDC ePlan

Relevant Plan Changes

44) There are no relevant plan changes applicable to the subject site.

Activity Status

45) In addition to those rules identified in section 1.1⁶ of the AEE, the table below includes references to rules for property access, construction of new roads, financial contributions, construction noise and yard setbacks.

Kāpiti Coast Proposed District Plan 2018

Proposed Activity	Rule reference/ description	Activity Status
Subdivision in the Rural Residential Zone	Rule 7A.5.3. For a subdivision not complying with the restricted discretionary requirements of Rule 7A.3.2.	Non-Complying Activity
Subdivision of land containing ponding	Rule 9A.4.2. For a subdivision that does not meet the restricted discretionary requirements of Rule 9A.3.2.	Discretionary Activity

⁶ AEE Chris Hansen Consultants Limited - Page 8

Subdivision of a site with sand soils	Rule 9B.4.1. For a subdivision that does not meet the restricted discretionary requirements of Rule 9B.3.3.	Discretionary Activity
Servicing of rural subdivisions	Rules 11B.5.1. For a rural subdivision not provided for under Rule 11B.3.2.	Non-Complying Activity
Property access	Rule 11E.4.1. For access exceeding the maximum width under Rule 11E.1.3(4).	Discretionary Activity
Construction of new roads	Rule 11E.2.1. For new roads meeting the relevant standards.	Controlled Activity
Financial contributions	Rule 12A.1.4. For the payment of financial contributions for additional allotments	Permitted Activity
Earthworks within areas not subject to a flood hazard	Rule 3A.3.4. For a Permitted Activity that does not comply with the relevant requirements of Rule 3A.1.6.	Restricted Discretionary Activity
Earthworks within areas subject to a flood hazard	Rule 9A.3.4. For a Permitted Activity that does not comply with the relevant requirements of Rule 9A.1.4.	Restricted Discretionary Activity
Modification of indigenous vegetation	Rule 3A.3.1. For a Controlled Activity that does not comply with the relevant requirements of Rule 3A.2.2.	Restricted Discretionary Activity
Yard setbacks	Rule 7A.3.1. For a Permitted Activity that does not meet the yard setback requirements for Lots 23-47 of Rule 7A.1.3(5).	Restricted Discretionary Activity
Construction noise	Rule 12D.1.10. For compliance with NZS 6803:1999 Acoustics – Construction Noise.	Permitted Activity
Vehicle movements	Rule 11E.1.2. For compliance with the permitted 100 vehicle movements per day both during construction and upon completion.	Permitted Activity

- 46) Overall, it is agreed that resource consent is required from Kāpiti Coast District Council as a **non-complying activity** under Kāpiti Coast Proposed District Plan Appeals Version.

4. NOTIFICATION AND SUBMISSIONS

Notification

47) Public notification was requested by the applicant, and this occurred on 14 October 2021 in accordance with ss95-95F of the RMA and closed on 11 November 2021.

Submissions

48) A total of 13 submissions were received by the close of the submission period.

49) Submissions were received from the following parties:

Name	Address	Position	Decision Requested
1. Gerard and Elizabeth Earl	50 Hollis Road, Paraparaumu Beach	Oppose in Part/Support in Part	Conditional Approval
2. Matthew and Marie Andrews	13B Tieko Street, Otaihanga	Oppose in Part	Decline in current form
3. Gareth Turner	13A Tieko Street, Otaihanga	Neutral in Part	Conditional Approval
4. Paula Keene and John Rice	68 Tieko Street, Otaihanga	Support in Full	Conditional Approval
5. Sheryn McMurray	73 Otaihanga Road, Otaihanga	Oppose in Full	Decline
6. Bett and Leanne Morris	111 Otaihanga Road, Otaihanga	Oppose in Part	Decline in current form
7. NZ Custodial Trustee (103) Ltd and Pendennis Custodial Trustee Ltd	44 Tieko Street, Otaihanga	Oppose in Full	Decline
8. Trevor and Sally Sutton	31A Tieko Street, Otaihanga	Oppose in Full	Decline
9. Waka Kotahi		Neutral	Conditional Approval
10. Kyle Tonks and Rhiannon Neumayr	122 Ratanui Road, Otaihanga	Oppose in Full	Decline
11. Jimmy Tilsley	33 Tieko Street, Otaihanga		Improvements to Tieko Street
12. Travis and Andrea Palmer	35 Tieko Street, Otaihanga	Oppose in Part	Conditional Approval
13. Brian and Stephanie Middleton	34 Tieko Street, Otaihanga	Oppose in Full	Decline in current form



Figure 6: Map showing location of submitters 2-13



Figure 7: Map showing location of submitter 1 and application site depicted by the red star

- 50) Of the 13 submissions received, two were neutral, one supported in full, one in part supported and opposed, four opposed in part and five fully opposed the application. A full copy of each submission is provided in Appendix A of this report.
- 51) The table below summarises the content of the submissions received. Each of the submissions speak for themselves, but these matters have been utilised to make an assessment under s104(1)(a) “any actual and potential effects on the environment of allowing the activity”.

Issue	Submitters
Noise effects	1, 10
Visual amenity	1
Traffic including construction traffic and access	1, 2, 3, 4, 6, 7, 8, 10, 11, 12, 13
Rural character	2, 5, 7, 10, 13
Design of Lot 104 and reserve to vest	1, 4
Ecological effects	1, 2, 4, 5, 6
Earthworks effects	4
Reverse sensitivity	6, 9
Infrastructure	6
Flood hazard	9

Written Approvals

52) Following notification, the Applicant's Agent provided the written approval from six parties:

Name	Address
1. Marius an der Bas and Kathrine Corich	181 Otaihanga Road, Paraparaumu
2. Megan, Alastair and Richard Mansell	189 Otaihanga Road, Paraparaumu
3. John and Kathleen MacKay on behalf of Macspatch Limited	65 Tieko Street, Paraparaumu
4. Wilson and Deborah Lattey	177 Otaihanga Road, Paraparaumu
5. Gary and Maria Brocklebank	140 Otaihanga Road, Paraparaumu
6. Alastair Mansell*	183 Otaihanga Road, Paraparaumu

*Council and Landonline records show there is another owner for this parcel of land and their approval has not been provided



Figure 8: Map showing location of written approvals

- 53) The written approvals were provided based on the original 49-lot subdivision, given the reduction rather than addition of allotments, it was not considered that updated approvals needed to be provided.
- 54) The approvals included that of the Applicant's for two other pieces of land owned on Otaihanga Road.
- 55) A copy of the written approval from the Group Manager Infrastructure Services at the Kapiti Coast District Council submitted to the Greater Wellington Regional Council for the regional resource consent was also provided; however, this is not considered relevant to this consent.

5. STATUTORY CRITERIA

- 56) Under s9(3) of the RMA:

No person may use land in a manner that contravenes a district rule unless the use-

- (a) is expressly allowed by a resource consent; or
 - (b) is allowed by s10; or
 - (c) is an activity allowed by s10A.
- 57) The application is for a Non-Complying Activity under the District Plan. The Council may grant or refuse consent under s104B of the Act and, if granted, may impose conditions under ss108 and 220 of the Act. The consent may be granted only if the Council is satisfied that either the adverse effects will be minor, or the activity will not be contrary to the objectives and policies of the District Plan (s104D).
 - 58) Section 104(1) of the Act sets out matters a consent authority shall have regard to in considering an application for resource consent and any submissions received.
 - 59) Subject to Part 2 of the RMA (Purposes and Principles), the matters relevant to this proposal are:
 - a) *any actual and potential effects on the environment of allowing the activity (Section 104 (1) (a))*
 - ab) *any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity*
 - b) *any relevant provisions of-*
 - (i) *a national environmental standard:*
 - (ii) *other regulations:*
 - (iii) *a national policy statement:*
 - (iv) *a New Zealand coastal policy statement:*
 - (v) *a regional policy statement or proposed regional policy statement:*
 - (vi) *a plan or proposed plan (Section 104 (1)(b))*
 - c) *any other matter the consent authority considers relevant and reasonably necessary to determine the application (Section 104 (1)(c)).*

6. EFFECTS (S104(1)(A) AND (AB))

The Existing Environment

- 60) The existing environment typically contains two distinct land uses.
- 61) Residentially zoned properties containing dwellings, accessory buildings and landscaping and located along the western side of Tieko Street.

- 62) Along Ratanui and Otaihanga Roads to the southern and east of the site are Rural Residential zoned properties of a similar size to those located within the northern part of the proposed development. The main use of these sites is for residential activities (dwellings), although some are also used for grazing.
- 63) The existing environment includes the commercial/retail business at 140 Otaihanga Road, Otaihanga (NZ Native Oils).
- 64) The existing environment contains the MacKays to Peka Peka Expressway (State Highway One) and the adjoining walkway/cycleway/bridleway directly to the east of the site.
- 65) The existing environment also includes the current grazing activities on the subject site.
- 66) This is the reasonably foreseeable environment within which the adverse effects of the proposal are considered.

Permitted Baseline

- 67) The permitted baseline refers to the adverse effects of permitted activities on the subject site.
- 68) There is no permitted baseline with respect to the proposed subdivision or new roads as all subdivisions and new roads on the Kapiti Coast require resource consent.
- 69) The permitted baseline for earthworks within ponding areas is 20m³ or disturbance and not altering the ground level by more than 1m, the volume increases to 100m³ for areas outside of ponding areas. The permitted baseline is not considered relevant given the proposed earthworks have a total volume of 124,000m³ and will alter the ground level by a maximum of 8.5m.
- 70) Construction noise and vehicle movements will comply with the permitted activity standards, and therefore, any noise effects or effects associated with vehicle movements can be disregarded under the permitted baseline.
- 71) The District Plan permits accesses with a maximum width of 9m, two accesses exceed this at 11.1m and 14.5m. Only those effects associated with the additional width will be assessed.
- 72) All modification (removal) of indigenous vegetation within the Rural Residential Zone that is within 20m of a water body requires resource consent and therefore the effects of the removal of indigenous vegetation cannot be disregarded under the permitted baseline.
- 73) The District Plan requires front yard (road boundaries) setbacks of 10m and side and rear yard setbacks of 5m for buildings within the Rural Residential Zone. The proposal includes reducing the front yard setback to 4.5m and side yards to 3m (one side) and 1.5m (all other side yards) and 3m for rear yards. Given the majority of the proposed changes to the setbacks are less than half the District Plan requirement, the permitted baseline is not considered relevant to this element of the proposal.

Assessment of Environment Effects

- 74) As a non-complying activity, there is no restriction as to what effects can be considered. In this case, the relevant effects for assessment have been informed by the contents of submissions and guidance from the objectives and policies of the District Plan.
- 75) The effects that may arise from the proposed subdivision, earthworks, removal of vegetation, reduction in yard setbacks, new roads and access are:
 - Positive Effects
 - Landscape, Character, Amenity and Visual Effects
 - Reverse Sensitivity
 - Rural Productivity Effects
 - Transport Effects
 - Natural Hazards Effects
 - Servicing, Earthworks and Construction Effects
 - Cultural Effects

- Ecological Effects
- Archaeological Effects
- Design of Lot 104 and reserves to vest

6.1. Positive Effects

- 76) In terms of the Act the definition of effect under the RMA includes positive effects.
- 77) I turn first to the Applicant's views of the positive effects of the proposal. These are outlined in the AEE⁷:-
- *Sustainable management of a natural and physical resource – the use of land no longer viable for farming;*
 - *Wetland protection and improvement;*
 - *Improvement of the existing Kānuka Groves*
 - *Development in a location well serviced by existing infrastructure;*
 - *Mix of residential types to meet housing demand on Kapiti Coast – Wellington Regional Growth Strategy; and*
 - *Community benefits – walking and cycling; community recreational park; easy access to wider road network.*
- 78) Overall, I concur that there are positive benefits to the Applicant and the community as identified above.
- 79) The positive effects of the proposal need to be considered against the potential adverse effects.

6.2. Landscape, Character, Amenity and Visual Effects

- 80) Submissions 1, 2, 5, 7, 10 and 13 all raised concerns relating to visual amenity and rural character effects resulting from the proposal creating residential sized allotments that are not in keeping with the rural residential environment in which the site is located.
- 81) Submissions 1 and 10 also raised concerns with respect to noise which is considered later in section 6.6 of this report.
- 82) The application was accompanied by a Landscape and Visual Assessment (LVA) prepared by DCM Urban Design Ltd that detailed proposed mitigation measures. Given the departure of the application from the minimum and minimum average lot size requirements of the District Plan and potential significant effects from this on rural character and the surrounding rural residential zone, Council commissioned a peer review of the report pursuant to section 92(2) of the RMA.
- 83) The initial review prepared by Robin Simpson Design and dated 23 December 2021, concluded that while a sound methodology had been followed by DCM Urban Design Limited and the conclusions with respect to the northern area of the development (Lots 1-22) were acceptable, there were significant effects on landscape character and visual amenity of the southern part, making this area of the scheme less acceptable.⁸
- 84) There were a number of recommendations within the review, including for the provision of further information. These matters were included in the post notification further information request.
- 85) Following a site visit undertaken by DCM Urban Design Limited and Robin Simpson Design, an updated report from DCM Urban Design Limited was provided on 8 April 2022. This included further mitigation measures and the removal of two allotments in the southern portion of the site.

⁷ AEE Chris Hansen Consultants Limited - page 47

⁸ Peer Review of Estates Otaihangā Subdivision Proposal Landscape and Visual Impact Assessment Robin Simpson Design – page 21

- 86) With the removal of two allotments, Robin Simpson Design considered that the proposal with respect to the southern area of the development still had significant character and visual effects, although noted that with further mitigation these effects could be reduced.
- 87) Following a meeting on 29 June 2022, between the applicant and their representatives, myself and Robin Simpson, a further allotment within the southern area of the development was removed and additional planting proposed along the boundaries of Lots 38-44 with Lot 200. The proposed 10m wide planting strip includes three rows of planting consisting of titoki, kanuka, pittosporum eugenioides and flax.
- 88) Areas within Lots 42-46 where they adjoin Otaihanga Road and Lot 200 have further been identified as no build areas where the existing topography and vegetation will be protected to retain the sense of natural character when the development is viewed from Otaihanga Road. The plans supplied by DCM Urban Design Limited on 3 July 2022 show that within this area, fencing is to be limited to post and wire only.
- 89) It was requested by the applicant if the additional planting within Lots 42-46 could occur within Lot 200 and result in a larger stormwater reserve area being vested with Council; however, Council's Stormwater Engineer did not agree to this as it would result in further maintenance required by Council for the sole purpose of private mitigation, rather than being necessary as a Council stormwater requirement.
- 90) Pockets of native planting, within private allotments but along the front boundary, were also included between Lots 23 and 24, Lots 32 and 34, Lots 38 and 39 and Lots 41 and 42 to enhance the character of the development and provide for a more natural landscape when viewed from surrounding properties/public space.
- 91) The revised plans were reviewed by Robin Simpson Design who concluded that:

For the Northern area, I continue to largely agree with DCM's assessment of effects. This is because the existing unbuilt character with open views, vegetation, and quiet private ambience, can be largely achieved while adding new houses.

The changes to the Southern Area made regarding visual amenity are to;

- *increase sizes of lots increasing the opportunities for vegetation to screen and integrate future dwellings*
- *retain more of NW dune to screen future dwellings when viewed from Otaihanga Road and residences opposite*
- *increase vegetation adjacent to Otaihanga Rd boundary, providing a vegetated road frontage*
- *increase overall quantity of native vegetation in four additional clusters on lot boundaries*
- *increase vegetation buffer depth around the northwest edge of the constructed wetland.*

For the Southern area, I previously disagreed with the conclusion that the effects would be "less than minor". This is because of the negative effects regarding loss of character, increase of noise and visual prominence of multiple dwellings in a rural residential zone. The reduction in number of lots, allows for increased opportunities for future planting on private land to integrate dwellings and increase opportunities for ecological habitat. The above changes increase the visibility and robustness of a vegetation framework for the southern area. It is understood that Council offers declined increased planting in road reserve which is a preferred outcome.

The changes offered in DCM's Revision C reduce and further mitigate negative effects. The result of changes is assessed as having visual effects being closer to those of lifestyle blocks, which already occur in the area, than to the suburban blocks. I consider these effects are acceptable.

The DCM LVIA report identifies useful mitigation tools. These have been applied further in DCM's Revision C, in particular to the Southern Part.

I continue to consider the lesser adverse effects of the northern part make this area of the scheme acceptable. The adverse effects on landscape character and visual amenity of the southern part, have been reduced to a level which I consider acceptable. I therefore recommend the revised scheme to go forward for Resource Consent.

- 92) Given the mitigation proposed and detailed on the DCM Urban Design Limited Revision C plans, and conclusions of Council's Landscape Architect upon review of these and as detailed in Appendices F and G, I consider that the adverse landscape, character, amenity and visual effects will be suitably minor and acceptable, subject to the conditions outlined in Appendix B being imposed.

6.3. Reverse Sensitivity Effects

- 93) NZ Native Oils operates from the property at 140 Otaihanga Road; however, as written approval has been provided for this property, any potential reverse sensitivity effects must be disregarded.
- 94) There are not considered to be any reverse sensitivity effects associated with the northern part of the proposed subdivision (Lots 1-22) where allotments are more consistent with the District Plan minimum lot size requirement and properties within the surrounding environment.
- 95) Submission 6 raises concerns with respect to reverse sensitivity given the animals they and neighbours own that are not conducive to the southern allotments (Lots 23-46) that have been created to be more residential in nature.
- 96) Lots 23 and 46 are separated from adjoining properties by Lots 20, 22, 104 and 105 and Otaihanga Road with Lots 29 and 30 being larger allotments and along with Lots 33, 35 and 36 adjoin Crown land administered by Waka Kotahi.
- 97) Submission 9 notes another element of reverse sensitivity with respect to State Highway One and the introduction of noise sensitive activities⁹ to an area where they are not readily anticipated at the density proposed under this application.
- 98) Submission 9 states that permitted activity noise standards will apply to any future habitable rooms within buildings housing noise sensitive activities on a subject site within 40m of the nearest edge of the carriageway, this is required under Rule 12D.1.14 of the District Plan.
- 99) The District Plan also contains permitted activity noise standards for activities within Rural Zones and a permitted activity standard of the Rural Zones chapter requiring no sensitive activities to be located within 300 metres of a building or enclosure containing a lawfully established intensive farming activity, or within 300 metres of a lawfully established extractive industry.
- 100) No consent has been sought to breach the above standards and given the smaller allotments proposed are located centrally within the southern development area with larger more rural residential in size allotments located in the outer areas of the development, I consider any adverse reverse sensitivity effects to be less than minor.

6.4. Rural Productivity Effects

- 101) The extensive site description in the AEE includes a history of the site¹⁰:

The site was originally part of the Mansell Farm severed by the Kapiti Expressway, which runs along the eastern boundary of the site.

The Mansell's progressively purchased portions of the site from mid-1984 through the 1990's to add to their larger property to the east.

The land was grazed since 1984 by Bruce Mansell who ran about 40 head of Simmental cattle, breeding bulls for sale. Being sand country it dried out over summer and a lot of supplementary feed was required so stock numbers needed to be kept low. In winter the land was very wet in the lower areas so grass growth was always a problem. Farming the land for higher productive uses was not viable because it was either too wet or too dry. As a result of the Kapiti Expressway severing this portion off from the larger farm, it has become even more uneconomic for farming purposes.

- 102) The above detail is consistent with the rating of the site on Council's Land Use Capability register. The register uses a rating of 1 to 8 with 1 being land with virtually no limitations on arable use

⁹ Buildings used for residential activities, Chapter 1, Proposed District Plan Appeals Version – Page 1-37

¹⁰ AEE Chris Hansen Consultants Limited – Page 11

and 8 being land with extreme limitations or hazards making is unsuitable for cropping, pasture or forestry.

- 103) Council's Land Use Capability mapping identifies the site as having a capability of 6 – non-arable land with moderate limitations for use under perennial vegetation such as pasture or forest.
- 104) Land within the surrounding environment is typically of a size where it cannot be utilised for productive purposes; however, larger allotments can be used for casual grazing or farmlets. The proposal includes the provision for larger allotments, particularly in the northern area that could be used for casual grazing or farmlets.
- 105) Based on Council's Land Use Capability system, the Applicants significant familial history with the site, and the construction of the MacKays to Peka Peka Expressway resulting in the splitting of the site from the wider farm, I consider that rural productivity effects would be less than minor.

6.5. Transport Effects

- 106) Submissions 1, 2, 3, 4, 6, 7, 8, 10, 11, 12 and 13 all raised concerns with respect to transport, including construction traffic and access.
- 107) The submission point relating to access is specifically in relation to the property at 68 Tiekō Street (submission 4) which is serviced by a right of way over 58 Tiekō Street (Part Lot 6 DP 53191) which forms part of the application site. This right of way also provides access to 65 Tiekō Street.
- 108) With respect to the works that will impact the use of the right of way, the owners of 65 Tiekō Street have provided approval and therefore, any effects on this property must be disregarded.
- 109) The submission from owners of 68 Tiekō Street support the application in full; however, requests that access to their property is available at all times. It is considered that if consent is granted, this can be ensured via a condition of consent.

Tiekō Street and Tiekō Street Extension

- 110) Initially the application detailed limited works within the portion of Tiekō Street with minor changes at the Tiekō Street/Otaihanga Road intersection to provide a righthand turn bay from Otaihanga Road into Tiekō Street. The application also identified that some trimming/removal of vegetation along Otaihanga Road and at the Tiekō Street intersection would be necessary to improve sight distances.¹¹
- 111) Council's Transport Safety Lead reviewed the application and requested further information with respect to turning counts at Tiekō Street, drawings showing sightlines and improvements to the intersection of Tiekō Street/Otaihanga Road and mitigation measures for truck movements on Tiekō Street.
- 112) The applicants offered condition R4 included in the post notification further information request¹² response with respect to facilitating, in collaboration with Council, the trimming/removal of vegetation along Otaihanga Road at the Tiekō Street intersection to achieve the required sight lines.
- 113) With respect to the proposed condition R4, the planting is on third party land and Council has limited jurisdiction to insist that planning is trimmed back, usually only on safety grounds. Given the condition would require involvement by a third party, it is not considered to be acceptable.
- 114) As well as the information requested above, updated plans were provided from Cuttriss Consultants Limited (plans Tiekō Street Upgrade, 22208 SK3, Sheets 1-4, Revision B) that show the applicant is now proposing to widen the Tiekō Street movement lane to 5.5m where possible, construct a footpath along the northern side of the road carriageway, install wheel stops where the carriageway narrows to 4m, install road signs and include no stopping and white lines to delineate the carriageway.

¹¹ AEE Chris Hansen Consultants Ltd – Page 29

¹² Post Notification Further Information Request Response, Chris Hansen Consultants Ltd – Page 8

- 115) Further widening of Tieko Street is limited given the requirements under the National Policy Statement for Freshwater Management, the Greater Wellington Proposed Natural Resources Plan and the potential for the wetland to be considered a natural inland wetland.¹³
- 116) Submission 8 requests that the proposed footpath be located on the eastern side of Tieko Street; however, for the reasons identified in paragraph 115, this is not possible.
- 117) The mitigation shown on the Cuttriss Consultants Limited plans detailed in paragraph 114 above are considered critical by the Council's Transport Safety Lead to mitigating the effects of the increased traffic using Tieko Street resulting from the proposal to an acceptable level while ensuring the ongoing safe and efficient operation of Tieko Street and the Tieko Street/Otaihanga Road intersection as outlined in the Statement of Evidence at Appendix C.
- 118) To ensure these works are carried out, conditions of consent have been provided by Council's Transport Safety Lead that are included in Appendix B.
- 119) The extension to Tieko Street to provide access to the northern area of the development has been designed in accordance with Council's Subdivision and Development Principles and Requirements, 2012 and New Zealand Standard (NZS) 4404:2010 and therefore provide for the safe and efficient use of vehicles within this area.

New Road from Otaihanga Road

- 120) The new road to provide access to the southern area of the development from Otaihanga Road (Lot 100) has also been designed in accordance with Council's Subdivision and Development Principles and Requirements, 2012 and New Zealand Standard (NZS) 4404:2010 and therefore provide for the safe and efficient use of vehicles within this area.
- 121) In revised landscape concept plans received on 3 July 2022, a native grassed strip was incorporated into the berm on the northern side of the road between the road carriageway and the footpath. Provided this native grassed area can be mown and therefore maintained by the private landowner as is the case for berms within residential zones, Council would accept the planting of native grass in this location. To ensure a suitable species is planted, a condition of consent is proposed requiring a Landscape Management Plan and included in Appendix B for certification as part of the detailed design.
- 122) The landscape concept plans also show three vegetation pinch points anticipated to slow traffic and provide amenity. Council's Transport Safety Lead has safety concerns with respect to these areas causing sightline conflicts from the accesses for Lots 23-46 depending on what type of vegetation is planted, the creation of a single width lane road and the extent of ongoing maintenance required by Council given the road will be vested.
- 123) Council's Landscape Architect considers that this planting is a preferred outcome, I therefore consider that with suitable conditions, vegetation can be provided that would enhance the character of the development while also ensuring there would be no transport safety effects.
- 124) To this end, a Landscape Management Plan condition is included in Appendix B to provide Council's Access and Transport Manager to certify the species of vegetation to be planted within legal road. Provided the conditions in Appendix B are imposed if consent is granted, the effects of the planting within Lot 100 would be acceptable and result in no more than minor effects.

General Transport Effects

- 125) Submission 10 raises noise as a concern with respect to the increase in vehicle movements in relation to the increase in traffic from the subdivision using Ratanui and Otaihanga roads. While the proposal will increase the number of vehicles utilising the road network both during construction and when the allotments are occupied, the application states that the vehicle movements will comply with the permitted activity standards of the District Plan.¹⁴
- 126) The District Plan does not provide noise limits for vehicles on roads and therefore, the effects associated with vehicle noise using the road network are considered to be less than minor. The

¹³ Post Notification Further Information Request Response, Chris Hansen Consultants Ltd – Page 3

¹⁴ AEE Chris Hansen Consultants – Page 28

District Plan contains other applicable noise standards, including for construction; however, consent was not sought to breach this standard and therefore, it is considered the proposal will comply.

- 127) Consent has been sought for the accesses to Lots 3 and 4 to exceed the maximum permitted width. At 14.5m and 11.1m, the width of the accesses to these allotments exceeds the District Plan standard by 5.5m and 2.1m.
- 128) These exceedances are located where the access adjoins the extension of Tiekō Street and given the long access legs to the buildable areas on these lots, will provide enhanced safety for users of the accesses and therefore, the adverse effects are considered to be less than minor.
- 129) Revised wording for volunteered condition R7 has been included at Appendix B. Road Safety Audits (RSA) are required for all alterations to the existing road network and are not a check against design standards. The designs to be audited would include the Tiekō Street mitigation works, the new subdivision roads and new intersection with Otaihanga Road and the shared path between the new roads. The RSAs are required at detailed design stage and post construction stage.
- 130) A condition has been volunteered with respect to the provision of a Construction Traffic Management Plan. Council's Transport Safety Lead considers this to be an acceptable starting point to developing a full Construction Traffic Management Plan for certification prior to the commencement of site works to ensure that construction traffic effects are acceptable.
- 131) Provided the mitigation works proposed in the application and any updates included via conditions of consent are imposed, I consider the adverse effects associated with construction of new roads, widening of an existing road and subsequent vehicle movements from allotments being occupied to be acceptable.

6.6. Natural Hazards Effects

Flooding

- 132) The site is identified as being subject to the flood hazard ponding in the District Plan. This relates approximately to the areas associated with proposed Lots 1-9 and part of the Tiekō Street extension (Lot 101).
- 133) The application was accompanied by a flood hazard assessment of effects report prepared by Awa Environmental. This found that when modelled, there was no base scenario flooding on Lots 1, 4, 8-9 and 101. There was however base scenario flooding on Lots 2, 3 and 5 and in isolated low-lying areas in the southern portion of the development.¹⁵
- 134) The identified flooding within Lots 2 and 3 is along the rear (northern) boundaries, the flooding within Lot 5 is also largely in the northern part of the site. These allotments each have significant areas outside of the flood hazard where a future dwelling could be constructed. The application therefore does not propose any earthworks or future building within these areas. Awa Environmental consider no compensatory storage is required given no earthworks or buildings will be constructed within these areas.¹⁶
- 135) Low-lying areas to the front (western) boundaries of Lots 6 and 7 are identified by Awa Environmental as being within the freeboard water surface level and earthworks will be undertaken within these areas to provide flood free buildings areas¹⁷.
- 136) The Awa Environmental report identifies localised and isolated flooding in the case scenario event for low-lying areas within the southern area of the development. Six mitigation measures are proposed within the report which have been incorporated into the design of the southern part

¹⁵ AEE Chris Hansen Consultants Ltd, Appendix H

¹⁶ AEE Chris Hansen Consultants Ltd, Appendix H Flood Hazard Assessment of Effects Awa Environmental Ltd – Page 9

¹⁷ AEE Chris Hansen Consultants Ltd – Page 37

of the development to provide flood free allotments for future dwellings while ensuring there are less than minor effects on the surrounding environment.

- 137) Submission 9 notes that the subject site contains low points within the immediate catchment and there was the potential for displacement to occur in flooding on crown owned land associated with State Highway One. The submission acknowledges that the proposed stormwater reserve will mitigate this and accepts the solution; however, these works do require access over Section 24 SO 505428. Approval for this access will need to be sought from Waka Kotahi. If access is not granted, an alternate solution will need to be provided to Council. It is considered that this could form part of the detailed engineering design and be covered by a condition of consent, should consent be granted.
- 138) The further information request response received on 8 April 2022 included the following condition offered by the application with respect to the flood hazards:
- The minimum floor level to the underside of the floor joist or underside of the slab of any new habitable dwelling constructed on Lots 6 and 7 shall be above the recommended building level set by Council at the time of application for building consent. Note: A Consent Notice under Section 221 of the RMA will be issued for Lots 6 and 7 to facilitate the recording of this condition, which is to be complied with on an ongoing basis.*
- 139) The condition above is inconsistent with the information supplied on page 37 of the AEE identified in paragraph 135 above where earthworks are proposed to provide flood free building areas.
- 140) Standard 2 of Rule 9A.3.2 requires each building area to be located above the 1% AEP flood event level. This standard relates to the land itself rather than any building and therefore, I consider it most appropriate to revise the wording of the condition to require the earthworks to be undertaken is included in Appendix B, should consent be granted. This will provide suitable mitigation of the flooding on Lots 6 and 7 for the future construct of a dwelling should consent be granted.
- 141) As the applications states that no earthworks or buildings will be constructed within the flooding areas identified on Lots 2, 3 and 5, it is considered appropriate to ensure this remains the case by including a consent condition requiring the flood hazard areas to be identified on the Land Transfer Plan that will be submitted for section 223 certification (should consent be granted) with a corresponding consent notice condition identifying these areas as building and earthworks exclusion areas.
- 142) It is considered that with appropriate conditions, the effects of the flood hazards can be suitably mitigated and are acceptable as there will not be an increase in flooding on surrounding properties.

Liquefaction

- 143) The application site is on sandy soils and, as required by Rule 9B.3.3 of the District Plan, a geotechnical report was submitted with the application that assessed liquefaction risk.
- 144) The RDCL report submitted with the application found that the site was at *little to no risk of liquefaction hazards across the site, including free field settlement and lateral spreading*.¹⁸ However, given the extent of the site, proposed earthworks and potential significant liquefaction effects, Council sought a review of the RDCL geotechnical assessment. This was undertaken by Miyamoto.
- 145) Overall, Miyamoto advised they were in general agreement with the findings of the RDCL report that the site could be developed as per the proposed scheme plan; however, a few additions were recommended. These additions were sought as part of the post notification further information request.
- 146) The response received on 8 April 2022 included confirmation of the 5m setback of buildings from slopes greater than 15° proposed as mitigation and further detail on how some of the conclusions were reached/inclusion of calculations.

¹⁸ Geotechnical Investigation, RDCL – Page 2

147) The information received on 8 April 2022 also included the following condition:

Following the completion of earthworks, if any areas of unsuitable material placed during the works are identified by a suitably qualified and experienced geo-professional, these areas shall be shown on the land transfer title plan. Any buildings within these areas must take into account the recommendations of the Site Investigation Report, required by Condition E3.

Note: If required, a Consent Notice under Section 221 of the RMA will be issued to facilitate the recording of this condition which is to be complied with on an on-going basis.

- 148) It is not considered that the condition meets the requirements of Council and it is recommended the wording is altered to require all areas where unsuitable material has been placed within the resulting allotments to be shown on the Land Transfer Plan that will be submitted for section 223 certification (should consent be granted) and that these areas are building exclusion areas covered by a Consent Notice under Section 221 of the Resource Management Act 1991 requiring compliance on an ongoing basis.
- 149) The wording for the revised condition is included in Appendix B and will ensure that the allotments being created can be used for their intended purpose (residential activities).
- 150) Council has also included updated wording with respect to condition E3 offered by the applicants to reflect section 5.5.1 of the RDCL report updated following the Miyamoto review, this condition was also split into two conditions to ensure it is clear what the requirements are during and post works.
- 151) Noting the conditions offered by the applicant and the changes identified above, the liquefaction effects of the proposed subdivision are considered to be acceptable given they would have been mitigated.

6.7. Servicing, Earthworks and Construction Effects

- 152) As outlined in the AEE, it is anticipated that earthworks will be completed within three months and the overall works associated with the subdivision will be completed within six months.¹⁹
- 153) Earthworks and construction associated with the provision of the services required by the District Plan and Council's Subdivision and Development Principles and Requirements, 2012 have the potential to cause noise, visual, sediment and silt runoff, dust and erosion effects.
- 154) The applicant, with the exception of noise, is proposing to mitigate the earthworks and construction effects by way of an Erosion and Sediment Control Plan. A preliminary copy of this was provided at Appendix I of the AEE.
- 155) With respect to noise, the applicant will be required to comply with New Zealand Standard (NZS) 6803:1999 Acoustics – Construction Noise, Rule 12D.1.10 of the District Plan as consent has not been sought otherwise.
- 156) The applicant is proposing to extend Council's reticulated water and wastewater systems and the existing power and telecommunication services within Tiekoo street and Otaihangā Road to provide connections to Lots 1-46.
- 157) The wastewater system will include the installation of a low-pressure network including a centralised pumping main to be located within the proposed roads and connecting shared path. Boundary kits are to be installed to allow connection points to Lots 1-46. Detailed plans will be provided for engineering approval prior to construction, should consent be granted.²⁰
- 158) Onsite stormwater disposal will be provided for Lots 1-22 while stormwater from proposed Lots 23-46 will be discharged to kerb and then directed to Lot 200 which is to be vested as Local Purpose Reserve (stormwater).
- 159) The installation of services will largely occur at the same time as the earthworks are being undertaken, further minimising the earthworks and construction effects of the proposal.

¹⁹ AEE, Chris Hansen Consultants Ltd – Page 21

²⁰ AEE, Chris Hansen Consultants Ltd – Page 20

- 160) While the applicant has volunteered a number of conditions with respect to servicing, these have been updated as identified in Appendix B to align where applicable with Council's standard conditions.
- 161) Council officers have reviewed the preliminary copy of the Erosion and Sediment Control Plan and consider it to be an acceptable starting point and would require a final version to be provided for certification prior to the commencement of works.
- 162) The applicants have also volunteered a condition with respect to providing a Construction Management Plan for certification prior to the commencement of works that will include but not be limited to the management of:
- Construction traffic
 - dust
 - noise and hours of operation
 - stormwater runoff
 - animal pest control
 - tracking of detritus onto the road
- 163) Given each allotment can be adequately serviced and the potential effects of the earthworks and construction are able to be mitigated via the provision of Construction Management and Erosion and Sediment Control Plans, the effects from servicing, earthworks and construction are considered to be acceptable.

6.8. Cultural Effects

- 164) As required by Council's Subdivision and Development Principles and Requirements, 2012 (SDPR:2012), any application involving earthworks is provided to the relevant local iwi for comment. In this case, the application was provided to Ātiawa ki Whakarongotai on 5 July 2021.
- 165) The initial response Council received from Ātiawa ki Whakarongotai on 14 July 2021 was that *the proposed works have the possibility of negatively impacting multiple sites of significance including the Waikanae River, a site of high significance to Ātiawa ki Whakarongotai. The Trust is currently consulting with the Applicant on the proposed works and therefore reserves our position until this consultation has concluded. The Trust's comments will be passed on to council once resolution has been sought.*²¹
- 166) As part of the 26 July 2021 s92(1) further information request, a conclusion to the consultation being undertaken with Ātiawa ki Whakarongotai was requested.
- 167) In the 15 September 2021 s92(1) response, an email was supplied by the Applicant's Agent confirming that the concerns raised by Ātiawa ki Whakarongotai had been addressed.
- 168) Additional information was received as part of the information supplied on 8 April 2022. Prepared on behalf of the Ātiawa ki Whakarongotai Taiao Unit, the Dray Report identified the Dray Track located within the site that would have been formed to provide access between hapu settlements within Paraparaumu, Kenakena and Waikanae. The report identified that the Dray Track is an important part of the iwi history with the site and surrounding environment and requested that where the Dray Track follows part of the proposed shared path (Lot 104) that this area be left in as natural state as possible.
- 169) The plans aim to achieve this while also providing for the design required by Council's Transport Safety Lead to ensure Lot 104 is accessible and can be used for its intended purpose. This is detailed further in paragraph 189 of this report.
- 170) Given Ātiawa ki Whakarongotai have confirmed that their concerns have been addressed, the cultural effects of the proposal are considered to be less than minor.

²¹ Ātiawa ki Whakarongotai Charitable Trust – Response to RM210147: 48 & 58 Tiekō Street; 131, 139 & 147 Otaihanga Road, Paraparaumu

6.9. Ecological Effects

- 171) Submissions 1, 2, 4, 5 and 6 raised concerns with respect to ecological effects, including pests, associated with the proposed earthworks and subdivision.
- 172) The application was accompanied by an Assessment of Ecological Effects prepared by Wildlands Consultants and further information was provided on pest control as part of the post notification further information request response received on 8 April 2022.
- 173) The Assessment of Ecological Effects was prepared following an extensive site visit and site investigations by Wildlands Consultants and concluded:

A subdivision is proposed for 17 hectares of rural land on dunes between Tieko Street, Otaihanga Road, and SH1, Paraparaumu. The vegetation on the property comprises pasture, shelterbelts, kānuka groves, and wetlands. There are four wetlands on the property which are determined to be natural wetlands and are thus significant due to the rarity of wetlands in the Wellington Region. All the natural wetlands will be fenced and legally protected, and buffer planting of indigenous species will be undertaken around the two larger wetlands. Some areas of shelterbelt will be removed during earthworks.

No part of the property falls within a Significant Natural Area, although specimens of one indigenous tree species (kānuka) are protected under the proposed Kapiti Coast District Plan (i.e., trees with diameters greater than 15 centimetres qualify under Schedule 3.2). Based on the latest version of the scheme plan, none of these trees will be cleared during the earthworks. Exotic trees on the property provide habitat for common indigenous bird species and clearance of these tree is also likely. Legally protected lizards are present at the site, and earthworks will likely result in injuries, death and habitat losses for these lizards in the absence of management.

Opportunities to mitigate the potential adverse effects of vegetation clearance include the protection and enhancement of wetlands and, if required, the kānuka groves. This would largely involve revegetation and pest plant and animal control, and should be guided by a Council-approved management plan. All the natural wetlands (1, 3, 5 and 6) and larger groves of kānuka mapped in Figure 4 above will be protected in perpetuity under covenants. In addition, a Lizard Management Plan should be prepared and implemented, and a Wildlife Authority Act permit applied for.

Controls for stormwater run-off and sediment and erosion are appropriately addressed in the reports prepared by Cuttriss (2021) and Awa (2021). The construction of the constructed wetland in Lot 200 will provide effective flood mitigation and treatment of run-off. Over time, indigenous plantings in the constructed wetland will provide local habitat for indigenous waterfowl and wetland bird species, as well as providing important ecosystem services such as nutrient uptake and additional bio-filtration.

In summary, should the mitigation measures described in this report be properly implemented then the overall effects of the proposed development on indigenous vegetation, dune habitat and function, natural wetlands (extent and hydrology), and aquatic receiving environments are considered to be negligible. Similarly, potential adverse effects of the loss of exotic vegetation and effects on indigenous birds are considered to be less than minor, while potential adverse effects on herpetofauna are no more than minor.

It is noted that the proposed protection and enhancement of the four natural wetlands will have a positive ecological effect.²²

- 174) As part of the post notification further information request response, details on pest management were provided by the applicant. This identified that rabbits would likely be the main animal pest across the site.
- 175) Given the proposed works would disrupt the rabbit habitat and disperse rabbits throughout the surrounding environment, the applicant has stated that two-night shoots will be undertaken, with at least one week between shoots and within one month prior to the commencement of works

²² AEE Appendix G, Wildland Consultants, Page 31

and has volunteered to include animal pest control prior to and during construction in the Construction Management Plan.²³

- 176) Pest control within the constructed wetland (proposed Lot 200) will be undertaken for five years.²⁴
- 177) The removal of the pine trees, if undertaken is a permitted activity under the District Plan and could occur whether consent is granted for the proposed subdivision and earthworks or not.
- 178) No review of the Wildlands Consultants report was considered necessary given the site does not contain any ecological features under the District Plan (i.e. an ecological site), the limited removal of indigenous vegetation proposed and requirements of the applicants with the Regional Council.
- 179) Overall, the adverse ecological effects are considered to be less than minor as it is proposed to mitigate the effects of any native vegetation removal via new planting and the introduction of a lizard habitat within Lot 5.
- 180) Conditions of consent will ensure that any planting undertaken as mitigation will be maintained in perpetuity via a consent notice.

6.10. Archaeological Effects

- 181) No submissions were received with respect to archaeological effects; however, the application included an Archaeological Assessment prepared by Kevin L. Jones Archaeologist Ltd.
- 182) The Archaeological Assessment provided a detailed history of the subject site and surrounding environment, including discoveries made as part of the works associated with the construction of the MacKays to Peka Peka Expressway.
- 183) The Archaeological Assessment provided the following conclusions on the archaeological effects of the proposal:
 - a) *Alastair and Richard Mansell have applied for and received a Heritage NZ authority 2020/378 under ss. 48, 56 and 62 of the Heritage NZ Act 2014 which is still current.*
 - b) *Little evidence of archaeological sites were observed during the field visits, including the preliminary monitoring under the Heritage NZ authority 2020/378.*
 - c) *The cultural associations due to the proximity of the wahi tapu, the precedent of past sites in the expressway earthworks and along the Waikanae River, and the historical documentation of a number of Maori settlements in the region, suggests that undetected archaeological sites may exist on the property.*
 - d) *The proximity of wāhi tapu Kaiwarehou (WTS 0206) just to the north of the subdivision should be an important consideration in any consenting processes governed by s. 6 of the Resource Management Act 1991.*
 - e) *There is reasonable cause to suspect that Otaihanga Estates will still contain archaeological sites as defined in the Heritage NZ Act 2014 and that these sites will be discovered in the course of under-cutting and topsoil removal and stockpiling in the main earthworks phase for the subdivision.*
 - f) *Archaeological monitoring will be required under the provisions of Heritage NZ authority 2020/3787.*
 - g) *The earthworks exclusion zones of the plan dated 24/07/19 will have been submitted as part of the supporting documentation for the Heritage NZ authority 2020/378. There has been little change to the earthworks exclusion zones so no consequent changes to the Heritage NZ authority will be needed in that particular respect.*
 - h) *However, there has been significant change to cut and fill and the installation of services and roads in the contouring programme and there will be merit in seeking further advice from Heritage NZ as to whether a new authority is required.*

²³ Post Notification Further Information Request Response, Chris Hansen Consultants Ltd – Page 12

²⁴ Post Notification Further Information Request Response, Chris Hansen Consultants Ltd – Page 12

- i) *A revised archaeological management plan will be required.*
- j) *There remains a low to moderate risk that kōiwi tangata (human bones) could be found on the Otaihanga Estates in the course of the re-contouring and bulk earthworks.*

184) The Applicant has provided the following mitigation for archaeological effects²⁵:

- o *Retention of the dunes and no build exclusion areas to ensure archaeological sites on these features will be untouched*
- o *Monitoring of areas of interest (including in the vicinity of wetlands; ridge crests) identified in the Archaeological Assessment Report*
- o *Undated Archaeological Management Plan and implementation in accordance with Heritage NZ authorisation*
- o *Accidental Discovery Protocols offered as a condition of consent.*

185) Given the mitigation proposed and the engagement of iwi throughout the process, I concur with the assessment provided in the application that the archaeological effects are less than minor and no review of the archaeological assessment was considered necessary.

6.11. Design of Lot 104 and Reserves to Vest

186) Submission 1 supported the approach by the applicant to have proposed Lot 104 as a narrower metalled path that is in-keeping with the semi-rural character of the surrounding environment.

187) As part of the 21 January 2022 further information request, Council advised that Lot 104 would need to have a 5.5m wide corridor with a 2.5m wide sealed path and the construction standards the path, as a connection between the northern and southern parts of the development rather than a recreational loop path would need to comply with. These standards include compliance with NZS 4404:2010 and Austroad Part 6A relating to the formation of a cycle path.

188) In the response received on 8 April 2022, the Agent advised that the shared path was never intended to be a roading asset and notes the scheme plans show Lot 104 as being vested with Council as local purpose reserve (walkway/cycleway/bridleway).

189) Council's Transport Safety Lead who has been reviewing the application on behalf of Council's Roading team advised that where pedestrian or cycle connections are proposed between vested roads, they typically form part of the road network and therefore are a roading asset and not an asset administered by Council's Parks and Open Space team. Proposed Lot 104 therefore needs to meet the required standards as the ownership of assets is not necessarily based on the description of what is being vested.

190) Council acknowledges that part of proposed Lot 104 includes the Dray Track, an important heritage feature to iwi. No plans identifying the location of this in relation to proposed Lot 104 and the location of works has been provided so it is currently unclear what impact the proposed works would have on this particularly with respect to providing a safe path for cyclists.

²⁵ AEE Chris Hansen Consultants Ltd – Page 45

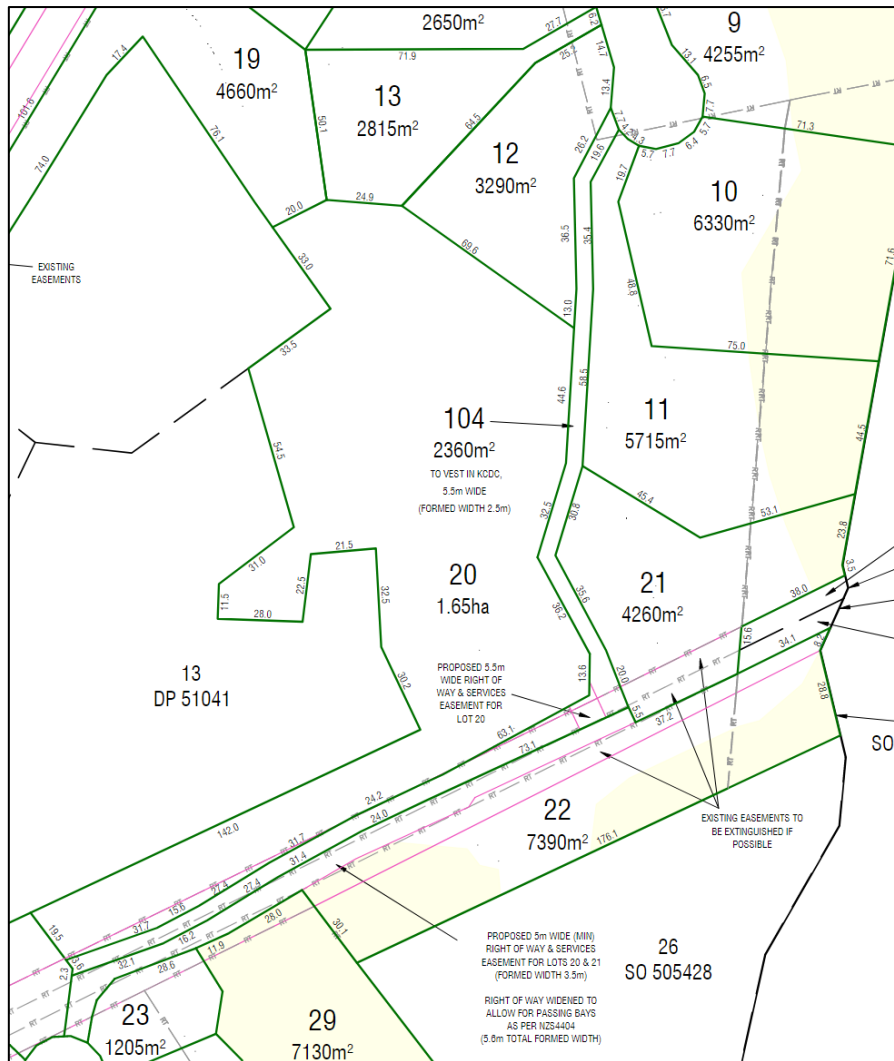


Figure 9: Scheme plan showing the location of Lot 104

- 191) The current designed proposed, and the use of part of the shared path as access to proposed Lot 22, are considered to have more than minor safety effects for cyclists by Council's Roding team.
- 192) Submission 4 requests that any land being vested with Council have ongoing and regular pest and weed control, including gorse, blackberry and rabbit control.
- 193) Where land is proposed to be vested with Council, it must be vested in a state where it is fit for purpose, and this would include any necessary weed control. Council has an ongoing maintenance schedule for all reserves within the District and at the time the recreation reserve (proposed Lot 105) is vested, it would be added to this schedule.
- 194) Currently, the effects with proposed Lot 104 not being constructed to the required standards, and its use to provide vehicular access to proposed Lot 22, are considered to have more than minor effects with respect to traffic safety.

6.12. Conclusions as to Effects

- 195) There are clear positive effects in that the proposal would provide for the economic wellbeing of the applicants, social wellbeing of future occupants of dwellings constructed on the allotments and restoration of wetland areas.
- 196) There are also adverse effects associated with the proposal.
- 197) The adverse reverse sensitivity, rural productivity, cultural and archaeological effects are considered to be less than minor.
- 198) I considered that the adverse effects associated with landscape, character, amenity and visual, transport, natural hazards, servicing, earthworks and construction and the design of Lot 104 and the reserves to vest can be mitigated to an acceptable level via conditions of consent.
- 199) With these mitigation measures in place, the adverse effects of allowing a 10-year lapse period for the consent are also considered to be acceptable.
- 200) Overall, the proposal will result in more positive than adverse effects.

Adverse Effects	Status
Landscape, Character, Amenity and Visual	Acceptable with conditions
Reverse Sensitivity	Less than minor
Rural Productivity	Less than minor
Transport	Acceptable with conditions
Natural Hazards	Acceptable with conditions
Servicing, Earthworks and Construction	Acceptable with conditions
Cultural	Less than minor
Ecological	Acceptable with conditions
Archaeological	Less than minor
Design of Lot 104 and reserves to vest	Acceptable with conditions

7. STATUTORY ASSESSMENT S104(1)(B)

- 201) The application correctly identifies the majority of relevant Objectives and Policies within the District Plan that are applicable.

7.1. Higher Order Documents

- 202) s104(1)(b) of the Act requires that a decision maker must have regard to any relevant provisions of:

(i) a national environmental standard:

- 203) None are applicable.

(ii) other regulations:

- 204) None are applicable.

(iii) a national policy statement:

- 205) **The National Policy Statement on Urban Development 2020** (NPS-UD) applies to all local authorities that have all or part of an urban environment within their district or region (i.e., tier 1, 2 and 3 local authorities), and planning decisions by any local authority that affect an urban environment.
- 206) The Kapiti Coast is identified as a Tier 1 local authority under the NPS-UD.

- 207) The NPS-UD requires local authorities to provide sufficient development capacity in their resource management plans, supported by infrastructure, to meet demand for housing and business space.
- 208) The NPS-UD defines urban environment as any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:
- a) Is, or is intended to be, predominantly urban in character; and
 - b) Is, or is intended to be, part of a housing and labour market of at least 10,000 people.
- 209) Both (a) and (b) must be met for an area to be considered an urban environment.
- 210) With respect to (b), Statistics New Zealand has identified spatial extent of “functional urban areas” throughout New Zealand. These are described as “socially and economically integrated areas based on the linkages between where people live and where they work, and subsequently learn, trade, and access facilities and services”²⁶, and can be used as a proxy for determining the spatial extent of a housing and labour market. Functional urban areas include one or more urban cores, satellite urban areas, and the hinterland that surrounds them. The Kapiti Coast has two Functional Urban Areas (Kapiti Coast Functional Urban Area and Otaki Functional Urban Area), Otaihangā is included in the Kapiti Coast Functional Urban Area.
- 211) With respect to (a), although the District Plan does not identify the rural residential zone as being within the existing urban area or identified growth area(s), the conclusion of Statistics New Zealand means the site is within an area that is predominantly urban in character.
- 212) As both parts of the urban environment definition are met, the NPS-UD applies to the proposal and must be assessed. The full text of the relevant objectives and policies of the NPS-UD are included in Appendix D.
- 213) The proposal has taken into account the principles of Te Tiriti o Waitangi as iwi have been consulted throughout the processing of the application (objective 5 and policy 9).
- 214) The proposal will result in 46 allotments, 45 of which will be vacant and available for the construction of dwellings which will provide for the social and economic wellbeing of the applicants and future owners of the allotments (objective 1).
- 215) The mitigation of the natural hazards will provide for health and safety now and into the future (objective 1).
- 216) Providing more supply (in this case allotments) can help improve affordability (objective 2).
- 217) More recently, Kapiti has experienced medium density growth with a number of consents being approved for townhouse developments, this proposal will provide for another section of the market by having larger allotments with more open space and planting that will enhance amenity values (objective 3 and policy 1).
- 218) While the subdivision may be occurring in an area not currently being considered under the District Plan for this level of development, it can be adequately serviced by appropriate infrastructure and will provide significant capacity (objective 6 and policy 6).
- 219) **The National Policy Statement for Freshwater Management 2020** (NPSFM) applies to all freshwater (including groundwater) and, to the extent that they are affected by freshwater, to receiving environments (which may include estuaries and the wider coastal marine area).
- 220) As consent was sought and granted from Greater Wellington Regional Council, the NPSFM has been considered under that application.

(iv) a New Zealand Coastal Policy Statement:

²⁶ Stats NZ (2021). Functional urban areas – methodology and classification, page 11

- 221) The site is within the mapped Coastal Environment area shown on the District Planning maps and contains coastal features. Therefore, the New Zealand Coastal Policy Statement 2010 (NZCPS) is relevant to the proposal.
- 222) The NZCPS states objectives and policies in order to achieve the purpose of the RMA in relation to the Coastal Environment of New Zealand. Objectives 1, 2, 3, 5 and 6 and policies 1, 2, 6, 11, 13, 15, 17, 22, 24 and 25 of the NZCPS are relevant to the proposal.
- 223) The subject sites contain significant extents of dunes which have resulted in the site being identified in the District Plan as being within the Coastal Environment. The proposal includes extensive earthworks to accommodate the proposed allotments and associated infrastructure. On the more dominant dunes, earthworks are limited and contain no build areas to ensure there is some retention of the coastal natural character of the area (objectives 1 and 2 and policies 1, 13 and 15).
- 224) The application has been reviewed and received support from local iwi and is therefore considered to have taken into account the principles of Te Tiriti o Waitangi (objective 3 and policy 2).
- 225) It is proposed that the Dray Track which is of importance to Atiawa ki Whakarongotai remains in as natural a state as possible (policy 17).
- 226) While some indigenous vegetation is proposed to be removed, additional indigenous vegetation is proposed to be planted in order to enhance the wetlands and provide mitigation with respect to visual effects of the proposal (policy 11). The vegetation to be planted will provide for biodiversity and includes a habitat specifically designed as habitat for lizards.
- 227) The discharge of contaminants including sedimentation from the proposed earthworks will be mitigated via conditions of consent (policy 22).
- 228) The site is not considered to be at risk from coastal hazards and is not within a tsunami zone (objective 5 and policies 24 and 25).
- 229) The proposal will not compromise the coastal marine area and will provide for the social and economic wellbeing of the applicants and future owners of the proposed allotments (objective 6 and policy 6).
- 230) Overall, the proposed subdivision and earthworks are not considered to be contrary to the NZCPS.

Regional Policy Statement for the Wellington Region 2013 (RPS)

- 231) The RPS outlines the resource management issues of significance to the region and provides a framework for managing the natural and physical resources of the region in a sustainable manner. Further to this, the RPS identifies objectives, policies and methods which are designed to achieve integrated management of the natural and physical resources of the whole region.
- 232) Chapter 3 of the RPS outlines the regionally significant resource management issues and the objectives of the RPS and Chapter 4 outlines the policies and methods to achieve these. Section 4-2 outlines the regulatory policies to be considered when assessing and deciding on resource consent applications.
- 233) Objectives and Policies relevant to this application are discussed under the following headings:
- Coastal environment
 - Fresh water
 - Natural hazards
 - Resource management with Tāngata Whenua

Coastal Environment

Policy 35 seeks to preserve the natural character of the coastal environment

- 234) The earthworks proposed will alter the natural character of the site which is located within the coastal environment; however, significant areas of dune formations will remain untouched.

Policy 38 seeks to identify the landward extent of the coastal environment

- 235) This has been undertaken as part of the preparation of the District Plan and confirms the site is located within the coastal environment.

Fresh water

Policy 14 seeks to minimise contamination of stormwater from new development

- 236) A condition of consent has been volunteered to minimise the contamination of stormwater from the development by controlling the use of building roof materials (such as zinc or copper) and paint²⁷.

Policy 15 seeks to minimise the effects of earthworks and vegetation clearance

- 237) While it is proposed to remove native vegetation, this will be mitigated by undertaking planting of native species.

- 238) The effects of earthworks are proposed to be mitigated via a Construction Management Plan.

Natural hazards

Policy 51 seeks to minimise the risks and consequences of natural hazards.

- 239) The proposed earthworks will minimise the risk from flooding while not increasing flooding on adjoining properties.

- 240) The risk from earthquake induced liquefaction will be mitigated through foundation design and setbacks from slopes.

Resource management with Tāngata Whenua

Policy 48 provides for the principles of the Treaty of Waitangi

- 241) Ātiawa ki Whakarongotai Charitable Trust were provided with a copy of the application by Council, upon lodgement. An email was included as part of the response to the s92(1) request on 15 September 2021 that stated the concerns initially raised had been resolved.

- 242) Overall, the proposed subdivision and earthworks are not considered to be contrary to the RPS.

Kāpiti Coast District Plan

- 243) The Kāpiti Coast District Plan was made operative on 30 June 2021, the day after the application was lodged.

- 244) The applicable objectives and policies have been taken from the Proposed District Plan Appeals Version that applied at the time the application was lodged.

- 245) There are applicable objectives and policies relating to:

- Area Specific Matters relating to the Rural Residential Zone
- District-Wide Matters relating to Tāngata Whenua
- District-Wide Matters relating to the Natural Environment
- District-Wide Matters relating to Access and Transport
- District-Wide Matters relating to the Coastal Environment
- District-Wide Matters relating to Natural Hazards
- District-Wide Matters relating to Infrastructure
- District-Wide Matters relating to Strategic Direction

- 246) The full text of the relevant objectives and policies is included at Appendix E.

²⁷ AEE Chris Hansen Consultants Ltd – Page 37

- 247) The objectives and policies of the District Plan endeavour to ensure that subdivision and development does not detract from the character and amenity of the surrounding environment by suitably managing associated effects and considering the servicing of resulting allotments.
- 248) Pages 70-75 of the AEE contain a thorough assessment of the relevant objectives and policies and I concur that the proposal is not contrary to these and provide a brief assessment of these below.
- 249) The District Plan describes the rural residential zones as:
- Providing for 'lifestyle' subdivisions in appropriate areas in the District to enable people to live in a rural environment, where this does not compromise the more productive land, but not necessarily on a farm. The land which is considered suitable is characterised by having small scale rural activities such as horse riding, hobby gardening and farming in close proximity to urban facilities. This land will not be zoned residential in future or otherwise used for purely residential uses or be fully serviced. Land has been included in this zone where it is already closely subdivided and developed, and is close to an urban area but physically separated, and is not likely to be suitable for future intensive residential development. The existing character and overall density of development is proposed to be retained.*²⁸
- 250) While the proposal differs from some of the intentions of the rural residential zone description when looking at the allotment in the southern area of the development, it has been established that the land is not productive.
- 251) A list of close urban facilities was provided in the post notification further information request response.²⁹
- 252) The provision of proposed Lot 105 will achieve the desired outcome of policy DW10.
- 253) While the proposal is unlikely to result in a reduction of use of private vehicles, there is ample opportunity for walking/cycling/horse riding given the proposed shared path and proximity of the site to the Expressway shared path.
- 254) As detailed in section 6.7 of this report, each allotment will be provided with adequate water, wastewater, stormwater, power and telecommunications services.
- 255) The landscape and visual effects of the proposal will be suitably mitigated by the provision of extensive native planting, particularly along Otaihangā Road.
- 256) The proposal will result in the removal of indigenous vegetation; however, this is proposed to be mitigation through indigenous landscaping. This will particularly occur in the surrounds of the wetlands to enhance their biodiversity (objective 2.2).
- 257) It is proposed to manage the potential erosion, silt and sediment effects of the proposed earthworks by conditions of consent (policy 3.14).
- 258) The site does not contain any features or landscapes that are identified in schedules 3.4 or 3.6 of the District Plan (objective 2.9 and policy 3.14).
- 259) The site does contain natural landforms (dunes), some of which will be retained via building and earthworks exclusion areas which will aid in retaining some of the rural character values of the site (policy 3.14).
- 260) The principles of Te Tiriti o Waitangi are partnership, participation and protection. It is considered that throughout this proposal with consultation and the identification of earthworks and building exclusion zones on dominant dunes where there is the potential for archaeological discoveries, that these principles have been met (objective 2.1 and policy 3.10).

²⁸ Chapter 7 Rural Zones, Proposed District Plan Appeals Version, page 7-2

²⁹ Post notification further information request response, Chris Hansen Consultants Ltd, Page 9

- 261) The construction details provided to date will ensure that the design of the roads meet the needs of users and provides for safe vehicle movements as well as pedestrians (policy 11.35).
- 262) Proposed Lot 104 will provide a cycle/walk/bridleway connection between the two areas of the development (policy 11.37).
- 263) The site is in close proximity to the walkway/cycleway/bridleway constructed as part of the MacKays to Peka Peka Expressway; however, will largely result in continued reliance on private vehicles and not reduce it (policy 11.31) as the nearest public transport stop from 48 Tieko Street is 1.834km away and the shared path (Lot 104) is described within the application as being to provide connectivity within the northern and southern portions of the subdivision.
- 264) As identified on the plans supplied on 3 June 2022, Lots 5-11, 21, 22, 29, 30 and 46 all have dunes/areas where no earthworks will be undertaken this will aid in preserving the natural character and dune system of the coastal environment in which the site is located (policies 4.3 and 4.7).
- 265) The site is identified in the District Plan maps as being subject to the flood hazard ponding (policies 9.1 and 9.8).
- 266) Earthworks will ensure that each allotment has a flood free building area (policy 9.10). With respect to Lots 2, 3 and 5 which are subject to flooding in the base model but will have areas clear of this for the construction of future buildings.
- 267) The site has been assessed as being at risk from liquefaction; however, it is a low risk that can be mitigated by a condition of consent relating to foundation design and setbacks from slopes of greater than 15° (policy 9.16).
- 268) The proposed subdivision and earthworks are considered to be consistent with the objectives and policies relating to natural hazards as the proposal will not increase the risk to life or severity of damage to property (objective 2.5).

Conclusions as to Statutory Framework s104(1)(b)

- 269) I have considered the specific provisions of the relevant policy statements and plans.
- 270) I consider the proposed subdivision and earthworks are not contrary to the objectives and policies of the District Plan.

8. SECTION 104D

- 271) The proposal is not considered to be contrary to the objectives and policies of the District Plan and with the inclusion of appropriate conditions, the adverse effects can be mitigated to be minor.
- 272) The section 104D gateway tests are therefore met, and the consent does not need to be refused under section 104D.

9. STATUTORY ASSESSMENT S104(1)(C)

- 273) There are no other matters considered relevant that would assist in determining the application. is one other matter considered relevant to assist in determining this application.

10. ASSESSMENT UNDER PART 2 OF THE RMA 1991

- 274) Part 2 of the Act sets out the purpose and principles of the legislation, which as stated in s5, is “to promote the sustainable management of natural and physical resources”. In addition, Part 2 of the RMA requires the Council to recognise and provide for matters of national importance (s6); have particular regard to other matters (s7); and to take into account the principles of the Treaty of Waitangi (s8).
- 275) As can be seen by the objectives and policies analysis above, there is clear guidance given by the District Plan in respect to rural subdivision, and I consider those objectives and policies are

coherent and have been prepared having regard to Part 2. I therefore do not consider that a detailed evaluation of Part 2 matters, as they apply to the proposal, would add anything to my evaluative exercise or to my final recommendation.

- 276) However, for completeness I have assessed the proposal against Part 2 and consider that the proposal:
- a. Does not mitigate, avoid or remedy adverse effects on the environment with respect to rural character.
 - b. Is consistent with the matters of national importance to be recognised and provided for as the risk from natural hazards is not considered to be significant given the mitigations proposed, and areas of natural character (dunes) will be protected.
 - c. Is not inconsistent with the other matters to have regard to under s7 of the RMA, in particular amenity values, the efficient use and development of natural and physical resources and the maintenance and enhancement of the quality of the environment.
 - d. Is not inconsistent with the principles of the Treaty of Waitangi.
- 277) Overall, I consider the proposal is inconsistent with the purpose of the RMA as set out in Part 2.

11. RECOMMENDATION

- 278) That Commissioners acting under delegated authority from the Kāpiti Coast District Council and pursuant to Sections 104 and 104B and with reference to 104D of the Resource Management Act 1991, **grant** consent to undertake earthworks, construct new roads, undertake a 46-lot rural residential subdivision with three reserves to vest, the reduction of yard setbacks, modify indigenous vegetation and the surrender of easements with a 10-year lapse period at 58 Tieko Street, and 131, 139 and 147 Otaihanga Road, Otaihanga, Paraparaumu (being Lots 1 & 3 DP 303764, Lot 6 DP 53191 and Lots 2, 3 & 4 DP 84524).
- 279) I have included a draft set of recommended conditions, included in Appendix B of this report, should the Commissioners be of a mind to grant consent.
- 280) If the Commissioners are of a mind to grant consent, then it is considered appropriate that the necessary information is supplied with the Section 224(c) application to allow for the surrender of easements to allow for the vesting of roads and reserves with Council.

APPENDIX A

Submissions

SUBMISSION ON A RESOURCE CONSENT APPLICATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY THE KAPITI COAST DISTRICT COUNCIL

Pursuant to section 96 of the Resource Management Act 1991

Application Number:	RM210147
Applicant:	M R Mansell, R P Mansell & A J Mansell
Proposal:	Undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements
Legal Description(s):	Lots 1 & 3 DP 303764, Lot 6 DP 53191 and Lots 2, 3 & 4 DP 84524

DUE AT COUNCIL OFFICE NO LATER THAN 5:00PM ON WEDNESDAY 10 NOVEMBER 2021

This is a submission on an application from M R Mansell, R P Mansell & A J Mansell to undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements. It is located in the Rural Residential zone. It is a Non-Complying Activity.

Please note: This form is only a guideline. If you don't wish to use this form please make sure your submission includes all the following details (see Resource Management (Forms, Fees, and Procedure) Regulations 2003, Form 13 for official submission content requirements):

Please send your Submission to:

To:	Or:
The Chief Executive Officer	Email: submissions@kapiticoast.govt.nz
Kāpiti Coast District Council	
Private Bag 60 601	
Paraparaumu 5254	

Note: You are required to send a copy of your submission to the applicant as soon as reasonably practicable after you have served your submission on the Kāpiti Coast District Council.

Please serve a copy of your submission to M R Mansell, R P Mansell & A J Mansell (the Applicant) as below:

M R Mansell, R P Mansell & A J Mansell
220 Ross Road
RD 7
Whakamarama 3179

Or email: chris@rmaexpert.co.nz

Attention: Chris Hansen

Submitter/s Details:

Title:	<input checked="" type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Miss <input type="checkbox"/> Ms <input type="checkbox"/> Dr Other:		
My/Our Full Name(s):	GERARD EARL AND ELIZABETH EARL		
Address for service:	50 HOLLIS ROAD, PARAPARAUMU BEACH	Post Code:	5032
Physical Address:	AS ABOVE	Post Code:	
Home Ph:		Work Ph:	
Home Fax:		Work Fax:	
Cell:	021 405 077	Email:	GERARD.EARL@STRIDEPROPERTY.CO.NZ

Note: Correspondence will be via email unless otherwise requested.

Submitter/s Position:

Trade Competition

- I am a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
 I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Please use a clear tick in the appropriate box below (✓) to show whether you support the application in full or in part, or oppose the application in full or in part, or are neutral.

<input type="checkbox"/> I / We support the application in full	<input checked="" type="checkbox"/> I / We support part of the application *
<input type="checkbox"/> I / We oppose the application in full	<input checked="" type="checkbox"/> I / We oppose part of the application *
<input type="checkbox"/> I / We are neutral on all aspects of the application	<input type="checkbox"/> I / We are neutral on part of the application *

* If you indicate you support, oppose or are neutral for part of the application, please clearly set out the part(s) of the application you are submitting on (including reasons) in the 'My Submission Is' section of this form below.

Reasons for Submission:

The specific parts of the application that my submission relates to are:

Give details:

ENVIRONMENTAL

VISUAL AMENITY

TRAFFIC MOVEMENTS

INTERSECTION/ACCESS SAFETY AND SHARED USE PATH

CONSTRUCTION TRAFFIC

LOT 104

Please use additional pages if required.

My Submission Is:

Include further detail on whether you support, oppose or are neutral on the application or specific parts of it, and the reasons for your views:

Please note that the date on this form as final date for submission is incorrect, it is publicised on the KCDC website and confirmed by the planner responsible for this consent as 11 November 2021

Please refer to supplementary pages in respect of our submission.

Please use additional pages if required.

Decision Sought:

I / we seek the following decision from the Kāpiti Coast District Council (provide precise details including the general nature of any conditions or changes sought):

Please refer to additional pages in respect of decisions sought on individual matters.

Please use additional pages if required.

Wish to Speak at Hearing:

Please indicate below whether you would like to speak at the hearing for the application (if a hearing is required). Use a clear tick in the appropriate box below (✓).

I / we do not wish to be heard and hereby make my / our submission in writing only.
(This means that you will not be advised of the date of the hearing and cannot speak at the hearing)

OR

I / we wish to be heard in respect of my / our submission (to speak at the public hearing)
(This means you can speak at the hearing. If at a later date you decide you no longer wish to speak at the hearing you can withdraw from being heard)

If others make a similar submission, I / we will consider presenting a joint case with them at the hearing.
(This is only for parties wanting to be heard)

I / we intend to call expert witness(es). Please indicate the disciplines of expected expert witnesses.
(If you do not tick this box, you can change your mind later and decide to call experts to give evidence in relation to your submission, provided you do so in time to meet any procedural direction the Hearing Panel might make)

Pursuant to Section 100 of the Resource Management Act 1991, I / we request that the Council delegates its functions, powers and duties required to hear and decide the application to one or more hearings commissioners who are not members of the Kapiti Coast District Council.

If you do wish to make a request for an Independent Commissioner pursuant to Section 100, please see notes below for potential cost implications to you.

I / we are aware that I / we are required to send a copy of my / our submission to the applicant as required under section 96(6)(b) of the Resource Management Act 1991 (please tick ✓).

Signature

Date:

Signature

Date:

Please note: Signature of submitter, or person authorised to sign on their behalf is required. Signature is not required for electronic (email) submissions. If this is a joint submission by two or more individuals, each individual's signature is required.

Privacy Disclaimer

Please note: All submissions (including names and contact details) will be made publicly available at Council offices and public libraries. A summary of submissions including the name of the submitter may also be made publicly available and posted on the Kāpiti Coast District Council website. Personal information will also be used for administration relating to the subject matter of the submissions, including notifying submitters of subsequent steps and decisions. All information will be held by the Kāpiti Coast District Council, with submitters having the right to access and correct personal information.

Notes to Submitters:

- The Resource Management Act (RMA) 1991 prefers electronic methods of communication.
- The closing date for serving submissions on the consent authority is the 20th working day after the date on which public or limited notification is given. If the application is subject to limited notification, the consent authority may adopt an earlier closing date for submissions once the consent authority receives responses from all affected persons.
- If you make a request for an independent commissioner(s) under section 100A of the Resource Management Act 1991, you must do so in writing no later than 5 working days after the close of submissions and you may be liable to meet or contribute to the costs of the hearings commissioner or commissioners.
- You must serve a copy of your submission on the applicant as soon as is reasonably practicable after you have served your submission on the consent authority.
- If you are a trade competitor, your right to make a submission may be limited by the trade competition provisions in Part 11A of the Resource Management Act 1991.

MANSELL RESOURCE CONSENT

Submission by Gerard Earl and Elizabeth Earl

31D Tieko Street, Otaihanga

Preliminary

Elizabeth and I are recent purchasers of land at 31D Tieko Street which we intend to develop for our family home within the next 12 months.

We view Tieko Street as of unique and secluded character being both close to local amenities and schools for our children while at the same time having many rural characteristics.

We recognize the need to ensure an adequate housing supply within our region and therefore in general support the application on the proviso that appropriate consideration is given to the concerns raised within our submission.

We would be happy to be heard in respect of our submission and wish to reserve our right to raise other matters that may not have been fully expressed in our written submission.

Environmental Concerns

We note that the application includes a proposal to remove non-native and unprotected vegetation, in particular stands of pine trees which sit between Tieko Street and SH1. It is noted that such vegetation prevents the establishment of native species, we note that some degree of native re-vegetation is proposed and this is commended, however we view that the re-vegetation is not sufficient to mitigate the concerns noted below.

Our concern is that already audible motorway noise will be increased due to the loss of this vegetation alongside the loss of habitat for native fauna and loss of visual amenity.

We view that an impact survey with respect to noise may be appropriate and in any event to preserve, and indeed improve and return the rural character to this area, a requirement in respect of revegetation with native plant species that once populated the Kapiti Coast, many of which have been recommended by the applicant's landscape architects.

Having reviewed KDC's Endemic Floral Species List, compiled by Environmental Restoration Officer Matt Ward (3 April 2012) and the recommended species noted in DCM's Landscape Planting Plan we view there is an opportunity to revegetate further and in line with the recommendation in other policy documentation while at the same time mitigating the adverse impacts of development.

Visual Amenity

Through the removal of vegetation and proposed earthworks, reassurance is sought that there will be no viewshafts from Tieko Street to SH1 as this would considerably reduce the visual amenity and rural-residential character of the area and view that a visual assessment in particular to this area is warranted to more accurately describe the effects and support conclusions.

Traffic Movements

The report by CHC and Harriet Fraser does not appear to assess the current VPD rates and as such it is not possible to assess the increase in vehicles per day which may result on Tieko Street as a result of the proposed subdivision. We view that further information is required to appropriately assess the vehicular impacts to Tieko Street against the current vehicle impressions.

It is noted that KCDC's planner has confirmed that the trigger applies for each new section created by subdivisions as a permitted activity. This interpretation would then allow for 2,200 new vehicle movements per day to Tieko Street.

While the expected 392-490 vpd may be less than the permitted standard, we do not view the permitted standard as being fit for purpose and is erroneous given to increase vehicular movements to such a degree as permitted under the District Plan would result in severe adverse impacts in such an area.

Should this be the correct interpretation, we do view that KCDC need to promptly assess this matter with respect to frameworks on carbon neutrality and the need to disincentivize private vehicle use and encourage increased use of alternative modes of transport, in particular walking and cycling, noting the allowance for such a high vehicle rate is counter to these principles.

Intersection/Access Safety and Shared Use Path

We have reviewed the proposed Tieko Street upgrade Overview (22208 SK3) alongside the recommendations of Harriet Fraser and support the approach taken in the application. We view that the level of pedestrian and cycling traffic from a total of up to circa 50 lots including existing residents of Tieko Street. We view the proposal elegantly balances the rural-residential nature of Tieko Street with the requirement to improve safety.

Construction Traffic

At section 5.2.4 it is noted that up to 8 truck movements per hour can be expected for a period of up to six months. We do not view that 8 truck movements per hour on Tieko Street can be safely accommodated even with the upgrades noted in Cuttriss' document Tieko Street Upgrade Overview (22208 SK3).

The primary mode of transport for our family in respect of school run is walking or cycling between the hours of 8am-9am and 2pm-4pm, noting varying school ages. We also note the residential zoning of Tieko Street and the challenges of this approach. The close proximity of a number of houses to Tieko Street given the residential zoning and therefore shorter setbacks.

We would support a traffic management plan which either eliminated daily heavy construction traffic from Tieko Street, noting loading in of earthworks machinery may be required from time-to-time, and alternatively used approaches from the sparsely populated Otaihanga Road where heavy construction traffic is the norm with Transfer Station and BPC Yard being nearby.

Lot 104

We note that Lot 104 is to vest in KCDC as a walkway and act as a ROW to Lots 20,21 and 22.

We do support the approach by the applicants as a narrower metalled path, in-keeping with the semi-rural character of the surrounding area and in line with CPTED standards.

We do not support that Lot 104 need to be in line with Sheets 8 and 9 of the Scheme Plans 22208 SCH1. As we have experienced the illegal use of partially lit walkways with sufficient width in Kapiti by motorized vehicles including mopeds, motorbikes and cars where there are inadequate measures to prevent this (barriers, posts, signage, etc.) and encountered many near misses both personally and with our children.

In any event, we view that design of this walkway must carefully consider the need to prevent private motorized vehicle access.

SUBMISSION ON A RESOURCE CONSENT APPLICATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY THE KAPITI COAST DISTRICT COUNCIL

Pursuant to section 96 of the Resource Management Act 1991

Application Number:	RM210147
Applicant:	M R Mansell, R P Mansell & A J Mansell
Proposal:	Undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements
Legal Description(s):	Lots 1 & 3 DP 303764, Lot 6 DP 53191 and Lots 2, 3 & 4 DP 84524

DUE AT COUNCIL OFFICE NO LATER THAN 5:00PM ON WEDNESDAY 10 NOVEMBER 2021

This is a submission on an application from M R Mansell, R P Mansell & A J Mansell to undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements. It is located in the Rural Residential zone. It is a Non-Complying Activity.

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Please send your Submission to:

To:	Or:
The Chief Executive Officer	Email: submissions@kapiticoast.govt.nz
Kāpiti Coast District Council	
Private Bag 60 601	
Paraparaumu 5254	

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M R Mansell, R P Mansell & A J Mansell
220 Ross Road
RD 7
Whakamarama 3179

Or email: chris@rmaexpert.co.nz

Attention: Chris Hansen

Submitter/s Details:

Title:	<input type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Miss <input type="checkbox"/> Ms <input type="checkbox"/> Dr Other:		
My/Our Full Name(s):	Matthew and Marie Andrews		
Address for service:		Post Code:	
Physical Address:	13B Tieko St Otaihanga	Post Code:	5036
Home Ph:		Work Ph:	
Home Fax:		Work Fax:	
Cell:	021 735 649	Email:	mattyandrews1970@gmail.com

Note: Correspondence will be via email unless otherwise requested.

Submitter/s Position:

Trade Competition

- I am a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
 I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Please use a clear tick in the appropriate box below (✓) to show whether you support the application in full or in part, or oppose the application in full or in part, or are neutral.

<input type="checkbox"/> I / We support the application in full	<input type="checkbox"/> I / We support part of the application *
<input type="checkbox"/> I / We oppose the application in full	<input checked="" type="checkbox"/> I / We oppose part of the application *
<input type="checkbox"/> I / We are neutral on all aspects of the application	<input type="checkbox"/> I / We are neutral on part of the application *

* If you indicate you support, oppose or are neutral for part of the application, please clearly set out the part(s) of the application you are submitting on (including reasons) in the 'My Submission Is' section of this form below.

Reasons for Submission:

The specific parts of the application that my submission relates to are:

Give details:

Traffic Movements on Tieko St
Significant change in Rural character of this neighbourhood
Impact on bird life and other environmental effects

Please use additional pages if required.

My Submission Is:

Include further detail on whether you support, oppose or are neutral on the application or specific parts of it, and the reasons for your views:

We oppose this submission based on the detrimental impact it will have in eroding the rural character of this neighbourhood. We love Teiko st because it currently has low traffic flows that allow pedestrians, horses, bikes to share it safely, even though it is narrow with no curbing or footpaths.

This proposed development would nearly double the current number of dwellings using Tieko St and that will have a huge impact on traffic flow and the character of this street.

Also the ongoing nature of not just the subdivision work but the construction of all of those dwellings will result in several years of a substantial increase in truck traffic on our quiet little rural road.

We also oppose the current proposal with the inclusion of the higher density housing entering directly Otiahanga Rd as we believe the total load of 49 dwellings will yield significant habitat loss for the native birds such as the Falcon and the Morepork, an increase in Light pollution, the removal of the large shelter break trees that add to our outlook and moderate the wind.

Please use additional pages if required.

Decision Sought:

I / we seek the following decision from the Kāpiti Coast District Council (provide precise details including the general nature of any conditions or changes sought):

We would like Kapiti council to decide to deny the current proposal.

We would not be opposed to a lower density subdivision of lifestyle blocks that did not include the use of Teiko St.

Please use additional pages if required.

Wish to Speak at Hearing:

Please indicate below whether you would like to speak at the hearing for the application (if a hearing is required). Use a clear tick in the appropriate box below (✓).

I / we do not wish to be heard and hereby make my / our submission in writing only.
(This means that you will not be advised of the date of the hearing and cannot speak at the hearing)

OR

I / we wish to be heard in respect of my / our submission (to speak at the public hearing)
(This means you can speak at the hearing. If at a later date you decide you no longer wish to speak at the hearing you can withdraw from being heard)

If others make a similar submission, I / we will consider presenting a joint case with them at the hearing.
(This is only for parties wanting to be heard)

I / we intend to call expert witness(es). Please indicate the disciplines of expected expert witnesses.
(If you do not tick this box, you can change your mind later and decide to call experts to give evidence in relation to your submission, provided you do so in time to meet any procedural direction the Hearing Panel might make)

Pursuant to Section 100 of the Resource Management Act 1991, I / we request that the Council delegates its functions, powers and duties required to hear and decide the application to one or more hearings commissioners who are not members of the Kapiti Coast District Council.

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I / we are aware that I / we are required to send a copy of my / our submission to the applicant as required under section 96(6)(b) of the Resource Management Act 1991 (please tick \checkmark).

M Andrews

M Andrews

Signature

Date: 10/11/21 Signature

Date: 10/11/21

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- You must serve a copy of your submission on the applicant as soon as is reasonably practicable after you have served your submission on the consent authority.
- If you are a trade competitor, your right to make a submission may be limited by the trade competition provisions in Part 11A of the Resource Management Act 1991.

SUBMISSION ON A RESOURCE CONSENT APPLICATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY THE KAPITI COAST DISTRICT COUNCIL

Pursuant to section 96 of the Resource Management Act 1991

Application Number:	RM210147
Applicant:	M R Mansell, R P Mansell & A J Mansell
Proposal:	Undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements
Legal Description(s):	Lots 1 & 3 DP 303764, Lot 6 DP 53191 and Lots 2, 3 & 4 DP 84524

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M R Mansell, R P Mansell & A J Mansell
220 Ross Road
RD 7
Whakamarama 3179

Or email: chris@rmaexpert.co.nz

Attention: Chris Hansen

Submission Form



Submitter/s Details:

Title:	<input checked="" type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Miss <input type="checkbox"/> Ms <input type="checkbox"/> Dr Other:		
My/Our Full Name(s):	Gareth John Turner		
Address for service:	13a Tieko St	Post Code:	5036
Physical Address:		Post Code:	
Home Ph:		Work Ph:	
Home Fax:		Work Fax:	
Cell:	0225343271	Email:	garethjturner@gmail.com

Note: Correspondence will be via email unless otherwise requested.

Submitter/s Position:

Trade Competition

- I am a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
 I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Please use a clear tick in the appropriate box below (✓) to show whether you support the application in full or in part, or oppose the application in full or in part, or are neutral.

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Reasons for Submission:

The specific parts of the application that my submission relates to are:

Give details:

Using Tieko st as access to the proposed sub division

Please use additional pages if required.

My Submission Is:

Include further detail on whether you support, oppose or are neutral on the application or specific parts of it, and the reasons for your views:

I note there has been comment re the condition of Tieko st ie road width, no channel or kerbing, no street lighting. I would support the development on the condition that the road was upgraded to make it suitable for increased traffic. Currently it is not suitable for cross flow traffic and rain water is required to drain naturally. I feel there would be a safety risk should there be increased traffic without significant upgrading to the road.

Please use additional pages if required.

Decision Sought:

I / we seek the following decision from the Kāpiti Coast District Council (provide precise details including the general nature of any conditions or changes sought):

please provide your decision as to whether the current condition of the road (Tieko St) is suitable to service the proposed development

Please use additional pages if required.

Wish to Speak at Hearing:

Please indicate below whether you would like to speak at the hearing for the application (if a hearing is required). Use a clear tick in the appropriate box below (✓).

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(This is only for parties wanting to be heard)

I / we intend to call expert witness(es). Please indicate the disciplines of expected expert witnesses.
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Submission Form



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GA 9/11/21 GA
Signature Date: Signature Date:

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SUBMISSION ON A RESOURCE CONSENT APPLICATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY THE KAPITI COAST DISTRICT COUNCIL

Pursuant to section 96 of the Resource Management Act 1991

Application Number:	RM210147
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M R Mansell, R P Mansell & A J Mansell
220 Ross Road
RD 7
Whakamarama 3179

Or email: chris@rmaexpert.co.nz

Attention: Chris Hansen

Submitter/s Details:

Title:	<input type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Miss <input type="checkbox"/> Ms <input type="checkbox"/> Dr Other:		
My/Our Full Name(s):	Paula Keene and John Rice		
Address for service:	68 Tieko Street, Otaihanga, Paraparaumu	Post Code:	5036
Physical Address:	As above	Post Code:	
Home Ph:		Work Ph:	
Home Fax:		Work Fax:	
Cell:	027 293 3268 or 027 293 3267	Email:	pkeene@xtra.co.nz

Note: Correspondence will be via email unless otherwise requested.

Submitter/s Position:

Trade Competition

- I am a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
 I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

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Reasons for Submission:

The specific parts of the application that my submission relates to are:

Give details:

Please see attached "Mansell Subdivision Submission - KEENE and RICE"
Pest Control
Sediment/runoff control
Access
Native Vegetation
Weed Control
Mapping
Reserves to rest with Council

Please use additional pages if required.

My Submission Is:

Include further detail on whether you support, oppose or are neutral on the application or specific parts of it, and the reasons for your views:

Please see attached "Mansell Subdivision Submission - KEENE and RICE"

Please use additional pages if required.

Decision Sought:

I / we seek the following decision from the Kāpiti Coast District Council (provide precise details including the general nature of any conditions or changes sought):

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I / we intend to call expert witness(es). Please indicate the disciplines of expected expert witnesses.
(If you do not tick this box, you can change your mind later and decide to call experts to give evidence in relation to your submission, provided you do so in time to meet any procedural direction the Hearing Panel might make)

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Roane 9-11-21
Signature Date:

JRice 9/11/21
Signature Date:

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Submission by Paula Keene and John Rice in regards to:

Application Number: RM210147

Applicant: M R Mansell, R P Mansell & A J Mansell

Pest Control

In order to manage the rabbit problem we request that Rabbit control be provided before any ground disturbance starts and repeated 6 monthly until lots adjacent to our property are sold, being lots 2, 3 4 and 5. We are prepared to contribute financially to get this done.

Sediment/runoff control

Specific to lots 2,3 and 4, that any land disturbance does not impact the wetland located on our property which boundaries to these lots.

Access

We request that access to our property is available at all times during the construction of the subdivision and roading to it.

Native Vegetation

We request that if possible, all mature Kanuka trees in the lots 2,3,4 and 5, are retained.

Weed Control

We request that the large quantities of blackberry and gorse on the lots 2,3,4 and 5 are removed.

Mapping

We request that, if this proceeds, the council correctly update its maps to correctly depict Tieko Street and provide this to 3rd parties, such as google, bing etc

Reserves to rest with Council

We request that any land reserves to rest with council have ongoing regular pest and weed control, at least 6 monthly. This includes gorse, blackberry and rabbit control.

RECEIVED

10 NOV 2021

Submission Form



SUBMISSION ON A RESOURCE CONSENT APPLICATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY THE KAPITI COAST DISTRICT COUNCIL
Pursuant to section 96 of the Resource Management Act 1991

Application Number:	RM210147
Applicant:	M R Mansell, R P Mansell & A J Mansell
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220 Ross Road
RD 7
Whakamarama 3179

Or email: chris@rmaexpert.co.nz

Attention: Chris Hansen

Me Huri Whakamuri, Ka Titiro Whakamua

Submitter/s Details:

Title:	<input type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Miss <input checked="" type="checkbox"/> Ms <input type="checkbox"/> Dr Other:		
My/Our Full Name(s):	Sheryn McMuray		
Address for service:	73 Otaihanga Rd Otaihanga	Post Code:	5036.
Physical Address:	As above.	Post Code:	
Home Ph:	04 905 6321	Work Ph:	N/A
Home Fax:		Work Fax:	
Cell:	N/A	Email:	sherynm@gmail.com.

Note: Correspondence will be via email unless otherwise requested.

Submitter/s Position:

Trade Competition

- I am a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
 I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Please use a clear tick in the appropriate box below (✓) to show whether you support the application in full or in part, or oppose the application in full or in part, or are neutral.

<input type="checkbox"/> I / We support the application in full	<input type="checkbox"/> I / We support part of the application *
<input checked="" type="checkbox"/> I / We oppose the application in full	<input type="checkbox"/> I / We oppose part of the application *
<input type="checkbox"/> I / We are neutral on all aspects of the application	<input type="checkbox"/> I / We are neutral on part of the application *

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Reasons for Submission:

The specific parts of the application that my submission relates to are:

Give details:

The entire area as set out in a forementioned proposal

Please use additional pages if required.

My Submission Is:

Include further detail on whether you support, oppose or are neutral on the application or specific parts of it, and the reasons for your views: I am very much opposed to the proposed development of this entire area for a large housing subdivision in this peaceful and beautiful rural setting. Such a project will destroy the natural ambience of the area as well as destroy natural wildlife habitats. The birds and wild life proliferate in this area and destruction of their habitat will eventuate in their demise as they will have limited space to live. They deserve major consideration as they were there first and have more right to live there than humans do. It is not easy for them to find a suitable place somewhere else especially as humans have been taking over their habitats with gay abandon. It is tantamount to a Nazi officer demanding you vacate your house within 24 hrs because they want it for their HQ. There is also the need to consider the natural vegetation in the area which flourish only in areas such as this. All the infrastructure necessary for a such a large development will destroy all that. Pollution to the area during development in the way of dust, fumes, noise etc from machinery will have a huge impact on the area. Once the earthworks are done then the roading + drainage systems will

Please use additional pages if required.

Cause further + long term damage to the environment. The addition of 50+ cars and 150+ humans invading the area will add further noise and general pollution.

I would strongly urge the Council to decline this application for the proposed development in the interests of protecting, and preserving a natural and fragile environment that we need to cherish and respect and enjoy.

Decision Sought:

I / we seek the following decision from the Kāpiti Coast District Council (provide precise details including the general nature of any conditions or changes sought):

A decline of the proposal in its entirety.
Leave the environment in its natural state
totally undisturbed.

Please use additional pages if required.

Wish to Speak at Hearing:

Please indicate below whether you would like to speak at the hearing for the application (if a hearing is required). Use a clear tick in the appropriate box below (✓).

I / we do not wish to be heard and hereby make my / our submission in writing only.
(This means that you will not be advised of the date of the hearing and cannot speak at the hearing)

OR

I / we wish to be heard in respect of my / our submission (to speak at the public hearing)
(This means you can speak at the hearing. If at a later date you decide you no longer wish to speak at the hearing you can withdraw from being heard)

If others make a similar submission, I / we will consider presenting a joint case with them at the hearing.
(This is only for parties wanting to be heard)

I / we intend to call expert witness(es). Please indicate the disciplines of expected expert witnesses.
(If you do not tick this box, you can change your mind later and decide to call experts to give evidence in relation to your submission, provided you do so in time to meet any procedural direction the Hearing Panel might make)

Pursuant to Section 100 of the Resource Management Act 1991, I / we request that the Council delegates its functions, powers and duties required to hear and decide the application to one or more hearings commissioners who are not members of the Kapiti Coast District Council. ■

■ If you do wish to make a request for an Independent Commissioner pursuant to Section 100, please see notes below for potential cost implications to you.

I/we are aware that I / we are required to send a copy of my / our submission to the applicant as required under section 96(6)(b) of the Resource Management Act 1991 (please tick \surd).

J. Murray _____ *J. Dickson* _____ *6/11/21*
Signature Date *6/11/21* Signature Date:

Please note: Signature of submitter, or person authorised to sign on their behalf is required. Signature is not required for electronic (email) submissions. If this is a joint submission by two or more individuals, each individual's signature is required.

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- If you make a request for an independent commissioner(s) under section 100A of the Resource Management Act 1991, you must do so in writing no later than 5 working days after the close of submissions and you may be liable to meet or contribute to the costs of the hearings commissioner or commissioners.
- You must serve a copy of your submission on the applicant as soon as is reasonably practicable after you have served your submission on the consent authority.
- If you are a trade competitor, your right to make a submission may be limited by the trade competition provisions in Part 11A of the Resource Management Act 1991.

SUBMISSION ON A RESOURCE CONSENT APPLICATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY THE KAPITI COAST DISTRICT COUNCIL

Pursuant to section 96 of the Resource Management Act 1991

Application Number:	RM210147
Applicant:	M R Mansell, R P Mansell & A J Mansell
Proposal:	Undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements
Legal Description(s):	Lots 1 & 3 DP 303764, Lot 6 DP 53191 and Lots 2, 3 & 4 DP 84524

DUE AT COUNCIL OFFICE NO LATER THAN 5:00PM ON WEDNESDAY 10 NOVEMBER 2021

This is a submission on an application from M R Mansell, R P Mansell & A J Mansell to undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements. It is located in the Rural Residential zone. It is a Non-Complying Activity.

Please note: This form is only a guideline. If you don't wish to use this form please make sure your submission includes all the following details (see Resource Management (Forms, Fees, and Procedure) Regulations 2003, Form 13 for official submission content requirements):

Please send your Submission to:

To:	Or:
The Chief Executive Officer	Email: submissions@kapiticoast.govt.nz
Kāpiti Coast District Council	
Private Bag 60 601	
Paraparaumu 5254	

Note: You are required to send a copy of your submission to the applicant as soon as reasonably practicable after you have served your submission on the Kāpiti Coast District Council.

Please serve a copy of your submission to M R Mansell, R P Mansell & A J Mansell (the Applicant) as below:

M R Mansell, R P Mansell & A J Mansell
 220 Ross Road
 RD 7
 Whakamarama 3179

Or email: chris@rmaexpert.co.nz

Attention: Chris Hansen

Submitter/s Details:

Title:	Mr & Mrs		
My/Our Full Name(s):	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Brent James and Leanne Morris		
Address for service:	111 Otaihanga Rd, Otaihanga, Paraparaumu	Post Code:	5036
Physical Address:	same	Post Code:	
Home Ph:	042989992	Work Ph:	
Home Fax:		Work Fax:	
Cell:		Email:	cottagetails@xtra.co.nz

Note: Correspondence will be via email unless otherwise requested.

Submitter/s Position:

<p>Trade Competition</p> <input checked="" type="checkbox"/> We are not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Please use a clear tick in the appropriate box below (✓) to show whether you support the application in full or in part, or oppose the application in full or in part, or are neutral.

<input type="checkbox"/> I / We support the application in full	<input type="checkbox"/> I / We support part of the application *
<input type="checkbox"/> I / We oppose the application in full	<input checked="" type="checkbox"/> We oppose part of the application *
<input type="checkbox"/> I / We are neutral on all aspects of the application	<input type="checkbox"/> I / We are neutral on part of the application *

* If you indicate you support, oppose or are neutral for part of the application, please clearly set out the part(s) of the application you are submitting on (including reasons) in the 'My Submission Is' section of this form below.

Reasons for Submission:

The specific parts of the application that my submission relates to are:

Give details:

The proposed 27 residential lots adjacent to Otaihanga Road.

My Submission Is: We strongly oppose the proposed subdivisions of 43 acres. We are happy for all of this area to be divided into rural lifestyle lots, however we are not pleased with the proposal to include the 27 residential lots adjacent to Otaihanga Road. Currently this area is zoned rural. Residential lots in the middle of this rural zoned area, will greatly impact the atmosphere of Otaihanga, especially the 27 residential lot with the potential for this to include high-density dwellings of three stories high. This proposal is creating a sprinkling of residential lots within this rural zone, instead of aligning them next to existing residential lots. We would prefer to keep the 43 acres divided into rural zoned small farmlets.

Include further detail on whether you support, oppose or are neutral on the application or specific parts of it, and the reasons for your views:

The residential lots will greatly affect the atmosphere of Otaihanga and be rather strange planning to have rural blocks across the road and surrounding the residential lots

Rural life can be noisy – we have roosters, chickens, geese, and sheep. The neighbours have donkeys, horses, and alpacas – all that give off their own distinctive and loud calls. Residential owners are not going to be pleased hearing a rooster or two crow at 5.30am and the braying of the donkeys. Geese are incredibly noisy, honking, guarding animals that will, and do honk all hours of the day and night. We have chosen to live rurally to have these animals and do not feel we will have to be changing our lifestyle to accommodate residential owners in the middle of a rural area.

We have an amazing low light pollution which enables us to have visibility of the night sky. This was a conscious life choice of buying our rural property with being a night photographer. Otaihanga would be one of the few places in Kapiti that has the ability to see the night sky in complete darkness. The proposed 22 rural lifestyle lots and 27 residential lots is going to affect the light pollution extensively.

This proposal has not accurately included all the native birds that habitat within this area in the proposal. The following birds are frequently sited on our property:
The New Zealand falcon (karearea) visit our property often as per photos included below. They are New Zealand's most threatened bird of prey. We totally disagree that the potential adverse effects on birds will be less than minor as per the report. In our opinion the biggest effect will be the loss of good open hunting ground for the falcon, notably since they still do hunt in urban areas, but also face other dangers - namely window/building strike and possible cats if caught on the ground. We also have regular visits from bellbird (korimako), morepork (ruru), kingfisher (kotare) and tui. Plus, we currently have a pair of white-faced herons (matuku) nesting in the boundary line pine trees. As being avid bird watchers and photographers of birds that visit our land, this is a highly valued aspect of this area to us.



Additionally, there is not a bat survey included in your proposal, especially with the long-tailed bat being so critically threatened. Due to the area having open areas, wetlands, and tree lines, providing prime habitat opportunities for bats to feed and even roost. We request that bats are taken into consideration for this proposal and that a survey must be done to determine a true reflection of the area, especially since that we are now in the season for it.

Furthermore, we are concerned re council services and infrastructure of the proposed development that will affect the area and ourselves. Currently we must have a pump to go up over our land and out to the back of Tieko Street for our wastewater and sewerage - our power bill is huge due to the council insisting on this.

Due to having the proposed extra 49 dwellings, there will be a substantial increase traffic on the road. We are a family of four adults who all have a car each. Therefore, there is potential of an extra 196 cars along Otaihanga road and Tieko Street. The extra traffic is going to also affect the rural character of the area. Already with the current road usage, multiple tui are killed by vehicles driving past each year, especially during the mating and hatchling season. Just imagine, due to this potential vehicle traffic increase, on the damage it could do to the tui population of the area.

Decision Sought:

We seek the following decision from the Kāpiti Coast District Council (provide precise details including the general nature of any conditions or changes sought):

We are in agreement for all of the 43 acres to be divided in rural lifestyle blocks, however oppose the residential lots.

Please use additional pages if required.

Wish to Speak at Hearing:

Please indicate below whether you would like to speak at the hearing for the application (if a hearing is required). Use a clear tick in the appropriate box below (✓).

I / we do not wish to be heard and hereby make my / our submission in writing only.
(This means that you will not be advised of the date of the hearing and cannot speak at the hearing)

OR

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(This means you can speak at the hearing. If at a later date you decide you no longer wish to speak at the hearing you can withdraw from being heard)

If others make a similar submission, I / we will consider presenting a joint case with them at the hearing.
(This is only for parties wanting to be heard)

I / we intend to call expert witness(es). Please indicate the disciplines of expected expert witnesses.
(If you do not tick this box, you can change your mind later and decide to call experts to give evidence in relation to your submission, provided you do so in time to meet any procedural direction the Hearing Panel might make)

Pursuant to Section 100 of the Resource Management Act 1991, I / we request that the Council delegates its functions, powers and duties required to hear and decide the application to one or more hearings commissioners who are not members of the Kāpiti Coast District Council.

If you do wish to make a request for an Independent Commissioner pursuant to Section 100, please see notes below for potential cost implications to you.

We are aware that we are required to send a copy of our submission to the applicant as required under section 96(6)(b) of the Resource Management Act 1991

Brent James Morris 10/11/21
not signed as per below

Leanne Morris 10/11/21 sent via email hence

Signature

Date:

Signature

Date:

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- You must serve a copy of your submission on the applicant as soon as is reasonably practicable after you have served your submission on the consent authority.
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SUBMISSION ON A RESOURCE CONSENT APPLICATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY THE KAPITI COAST DISTRICT COUNCIL

Pursuant to section 96 of the Resource Management Act 1991

Application Number:	RM210147
Applicant:	M R Mansell, R P Mansell & A J Mansell
Proposal:	Undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements
Legal Description(s):	Lots 1 & 3 DP 303764, Lot 6 DP 53191 and Lots 2, 3 & 4 DP 84524

DUE AT COUNCIL OFFICE NO LATER THAN 5:00PM ON WEDNESDAY 10 NOVEMBER 2021

This is a submission on an application from M R Mansell, R P Mansell & A J Mansell to undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements. It is located in the Rural Residential zone. It is a Non-Complying Activity.

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To:	Or:
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Private Bag 60 601	
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Note: You are required to send a copy of your submission to the applicant as soon as reasonably practicable after you have served your submission on the Kāpiti Coast District Council.

Please serve a copy of your submission to M R Mansell, R P Mansell & A J Mansell (the Applicant) as below:

M R Mansell, R P Mansell & A J Mansell
220 Ross Road
RD 7
Whakamarama 3179

Or email: chris@rmaexpert.co.nz

Attention: Chris Hansen

Submitter/s Details:

Title:	<input type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Miss <input type="checkbox"/> Ms <input type="checkbox"/> Dr Other:		
My/Our Full Name(s):	NZ Custodial Trustees (103) Ltd and Pendennis Custodial Trustee Ltd		
Address for service:	C/- Alice Blackwell, The Property Group PO Box 2874, Wellington	Post Code:	6140
Physical Address:	44 Tieko Street	Post Code:	
Home Ph:		Work Ph:	
Home Fax:		Work Fax:	
Cell:	027 462 5769	Email:	ablackwell@propertygroup.co.nz

Note: Correspondence will be via email unless otherwise requested.

Submitter/s Position:

Trade Competition

- I am a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
 I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Please use a clear tick in the appropriate box below (✓) to show whether you support the application in full or in part, or oppose the application in full or in part, or are neutral.

<input type="checkbox"/> I / We support the application in full	<input type="checkbox"/> I / We support part of the application *
<input checked="" type="checkbox"/> I / We oppose the application in full	<input type="checkbox"/> I / We oppose part of the application *
<input type="checkbox"/> I / We are neutral on all aspects of the application	<input type="checkbox"/> I / We are neutral on part of the application *

* If you indicate you support, oppose or are neutral for part of the application, please clearly set out the part(s) of the application you are submitting on (including reasons) in the 'My Submission Is' section of this form below.

Reasons for Submission:

The specific parts of the application that my submission relates to are:

Please see details attached.

Please use additional pages if required.

My Submission Is:

Include further detail on whether you support, oppose or are neutral on the application or specific parts of it, and the reasons for your views:

We oppose the application. Please see details attached.

Please use additional pages if required.

Decision Sought:

I / we seek the following decision from the Kāpiti Coast District Council (provide precise details including the general nature of any conditions or changes sought):

We seek for the consent to be declined. If the consent is granted, we request appropriate mitigation measures as outlined in the attached.

Please use additional pages if required.

Wish to Speak at Hearing:

Please indicate below whether you would like to speak at the hearing for the application (if a hearing is required). Use a clear tick in the appropriate box below (✓).

I / we do not wish to be heard and hereby make my / our submission in writing only.
(This means that you will not be advised of the date of the hearing and cannot speak at the hearing)

OR

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(This means you can speak at the hearing. If at a later date you decide you no longer wish to speak at the hearing you can withdraw from being heard)

If others make a similar submission, I / we will consider presenting a joint case with them at the hearing.
(This is only for parties wanting to be heard)

I / we intend to call expert witness(es). Please indicate the disciplines of expected expert witnesses.
- Planning evidence and possibly traffic evidence
(If you do not tick this box, you can change your mind later and decide to call experts to give evidence in relation to your submission, provided you do so in time to meet any procedural direction the Hearing Panel might make)

Pursuant to Section 100 of the Resource Management Act 1991, I / we request that the Council delegates its functions, powers and duties required to hear and decide the application to one or more hearings commissioners who are not members of the Kapiti Coast District Council.

If you do wish to make a request for an Independent Commissioner pursuant to Section 100, please see notes below for potential cost implications to you.

I / we are aware that I / we are required to send a copy of my / our submission to the applicant as required under section 96(6)(b) of the Resource Management Act 1991 (please tick ✓).

11/11/2021

Signature

Date:

Signature

Date:

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- If you are a trade competitor, your right to make a submission may be limited by the trade competition provisions in Part 11A of the Resource Management Act 1991.

10 November 2021
Our Job no. 717900

The Property Group Limited
Wellington Office
PO Box 2874 Wellington 6140
Level 11, Cornerstone House
36 Customhouse Quay
Wellington 6011

The Chief Executive Officer
Kāpiti Coast District Council
Private Bag 60601
Paraparaumu 5254

Via email: submissions@kapiticoast.govt.nz

Copy via email to: chris@rmaexpert.co.nz

Dear Sir/Madam,

Re: Submission on Resource Consent Application for Lots 1 & 3 DP 303764, Lot 6 DP 53191 and Lots 2, 3 & 4 DP 84524, Application Number RM210147 on behalf of NZ Custodial Trustees (103) Ltd and Pendennis Custodial Trustee Ltd

This submission is made on behalf of NZ Custodial Trustees (103) Ltd and Pendennis Custodial Trustee Ltd, the owners of 44 Tieko Street, Otaihanga, Paraparaumu. Their property at 44 Tieko Street has been identified in Council's s95 Notification Report dated 13 October 2021 as a party requiring notification of the application.

This submission opposes the proposal in its entirety. The effects of the proposal on 44 Tieko Street, and on the environment, will be much more substantial than the applicant's proposal concludes. Relief sought is that the resource consent is **declined**. We wish to speak in support of this submission at the hearing.

If the Commissioner is of the mind to grant the application, this submission suggests amendments to the proposal should be adopted to help to mitigate the potential effects of the proposal.

The reasons NZ Custodial Trustees (103) Ltd and Pendennis Custodial Trustee Ltd oppose this application are outlined below:

Rural Amenity

The proposal has significant non-compliances with the District Plan in respect of site area and earthworks performance standards. The proposed subdivision far exceeds the density anticipated in the Rural Residential / Rural Lifestyle Zone and significantly compromises the amenity of owners / occupiers at 44 Tieko Street.

A significant reduction in the number of allotments is required in order to mitigate effects on 44 Tieko Street and uphold the integrity of the District Plan.

Density and Character Effects

The density effects, particularly from proposed Lots 12 to 19, will have an acute adverse effect on amenity experienced at 44 Tieko Street, which is proposed to be surrounded by the proposed subdivision. I note that proposed Lots 12 to 19 range in size 2,095m² to 4,660m², compiling a total area of 2.25ha. That this area also includes one of the four natural wetlands and an access leg of approximately 1,400m² for proposed Lot 19. The average lot size for these allotments is 2,823m². Taking into consideration the access leg, the average lot size falls to approximately 2,600m².

The District Plan performance standards allow for subdivision with an average lot size of 1ha and a minimum individual lot area of 4,000m². The proposal far exceeds this performance standard.

In addition to far exceeding the District Plan standards, the proposed level of density is inconsistent with the character of the surrounding area. The surrounding rural residential zoned properties typically range from .84ha to 7ha.

Privacy Effects

The proposal will result in significant loss of privacy that will adversely affect the amenity of the owners/occupiers of 44 Tieko Street. This is exacerbated by the fact that the proposal comprises substantial earthworks within 50m of 44 Tieko Street, which will also see the removal of considerable established vegetation. The application does not adequately address the potential privacy effects on 44 Tieko Street, with no cross sections or visual simulations from the perspective of 44 Tieko Street.

The Scheme Plan Earthworks provided with the application (Cuttriss, drawing number 22208 SCH, Rev K) shows significant earthworks to the north of 44 Tieko Street. This will dramatically alter the existing landform. As a result, future properties on proposed Lots 12, 13, 18 and 19 will have a finished height at the same level or higher than the dwelling at 44 Tieko Street. In addition to this, without any proposed restrictions (such as though a Consent Notice), future dwellings could be two storied, further eroding privacy and creating adverse dominance effects at 44 Tieko Street.

The proposed earthworks will see the removal of established vegetation to the north and west of 44 Tieko Street, which currently acts as a shelter belt and privacy barrier. In regard to these trees, the Landscape and Visual Impact Assessment notes:

“There are several large stands of Pinus radiata and poplar which will be removed as part of the development. While the trees are part of the existing rural character, their presence and scale prevent the establishment of native species.”

The Landscape Concept Plan and Landscape Planting Plan show 34 Titoki plants in the area directly in proximity to the subject site. The number of trees and their degree of growth will not provide the same visual screening and shelter as the existing pine trees in this area.

The proposed landscaping measures are not substantial and will not adequately provide privacy to 44 Tieko Street.

Traffic and Access Related Matters

The proposal includes an upgrade to Tiekō Street and the Otaihanga Road intersection. The final width of the street will be between 4m and 5.5m. The street will not be able to consistently accommodate two-way traffic and there is no provision for formed on street parking. The Submitter is concerned vehicles travelling in opposite directions that meet on the street will be unable to pass safely. The existing impact of a single lane street is evidenced by vehicle tyre marks on either side of the street as cars attempt to manoeuvre around each other. Traffic will be further intensified by the subdivision, resulting in an additional 19 dwellings on Tiekō Street and this is of a concern.

In relation to access, 44 Tiekō Street is subject to an easement over the application site, for the purposes of a right of way and water supply, sewage drainage and telephone rights. While it has not been confirmed on the proposed scheme plan, it is anticipated that access to Lot 19 will be via the same easement area. As no discussion has been entered into with the owners of 44 Tiekō Street, the owners of 44 Tiekō Street are unsure of the implications the proposal might have on their property access, and this should be clarified by the applicant.

District Plan Zones, Objectives and Policies

The subject site is in the Rural Residential Zone of the Proposed District Plan (and the Rural Lifestyle Zone of the Operative District Plan).

Importantly, the zone description sets the context for the zone and specifically states that the Rural Residential Zone provides for lifestyle subdivisions, and the land will not be zoned residential in future or otherwise used for purely residential purposes. Further, the zone description goes on to state that *"...the existing character and overall density of development is proposed to be retained"*. The proposal is not consistent with this description as it proposes a significantly higher level of density than anticipated in the zone and will transform the character of the area to be far closer to residential than rural in character.

Objective 2.11 (of the Proposed District Plan) / Objective DO-O11 (of the Operative District Plan) clearly identifies the importance of maintaining and enhancing character and amenity values, as well as the challenge for the District in protecting the rural character from the pressures for urban expansion and rural lifestyle living.

Policy 7.2 (of the Proposed District Plan) / RLZ-P2 (of the Operative District Plan) notes that subdivision should retain the general sense of openness, natural landforms, and overall low density of development. Policy 7.11 (of the Proposed District Plan) / RLZ-P9 (of the Operative District Plan) states that residential living in the Rural Residential zone should be provided at a scale and in locations that avoid creating or expanding urban settlements.

As discussed above, the proposed high density and scale of earthworks are not consistent with the purpose of the zone, or the relevant objectives and policies.

Possible Mitigation

The application documents have not sufficiently mitigated potential effects on 44 Tiekō Street. This is because of the large number of lots proposed, the significant earthworks

that will significantly alter the surrounding landform and the large scale vegetation clearance proposed. In addition, there are no proposed restrictions on the location of future dwellings or building heights. As such, should the commissioner be of a mind to grant consent additional mitigation measures should include:

- A reduction in the number of allotments surrounding 44 Tieko Street, i.e. Lots 12-20 should be reduced to only 2-3 Lots (depending on the location of the proposed building platforms).
- Landscaping should be proposed to mitigate potential privacy, density and character effects on 44 Tieko Street.
- Future dwellings should be limited to designated building platforms and building heights (via a Consent Notice) that minimise potential amenity effects on 44 Tieko Street.
- The proposed earthworks should be reduced, and the subdivision should be designed around the existing landform. The natural topography should be used to mitigate potential privacy / density effects on 44 Tieko Street.

Conclusion

The proposed 49 Lot subdivision with associated large scale earthworks and vegetation clearance represents an over development of the site that is not appropriate given the zone and overarching objectives and policies, and adverse effects on 44 Tieko Street. The proposal is out of context with the surrounding environment.

Please feel free to contact myself should you have any questions with regard to this submission.

Yours sincerely



Alice Blackwell

Senior Planner

027 462 5769

ablackwell@propertygroup.co.nz

SUBMISSION ON A RESOURCE CONSENT APPLICATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY THE KAPITI COAST DISTRICT COUNCIL
Pursuant to section 96 of the Resource Management Act 1991

Application Number:	RM210147
Applicant:	M R Mansell, R P Mansell & A J Mansell
Proposal:	Undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements
Legal Description(s):	Lots 1 & 3 DP 303764, Lot 6 DP 53191 and Lots 2, 3 & 4 DP 84524

DUE AT COUNCIL OFFICE NO LATER THAN 5:00PM ON WEDNESDAY 10 NOVEMBER 2021

This is a submission on an application from M R Mansell, R P Mansell & A J Mansell to undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements. It is located in the Rural Residential zone. It is a Non-Complying Activity.

Please note: This form is only a guideline. If you don't wish to use this form please make sure your submission includes all the following details (see Resource Management (Forms, Fees, and Procedure) Regulations 2003, Form 13 for official submission content requirements):

Please send your Submission to:

To:	Or:
The Chief Executive Officer	Email: submissions@kapiticoast.govt.nz
Kāpiti Coast District Council	
Private Bag 60 601	
Paraparaumu 5254	

Note: You are required to send a copy of your submission to the applicant as soon as reasonably practicable after you have served your submission on the Kāpiti Coast District Council.

Please serve a copy of your submission to M R Mansell, R P Mansell & A J Mansell (the Applicant) as below:

M R Mansell, R P Mansell & A J Mansell
220 Ross Road
RD 7
Whakamarama 3179

Or email: chris@rmaexpert.co.nz

Attention: Chris Hansen

Submitter/s Details:

Title:	<input checked="" type="checkbox"/> Mr <input checked="" type="checkbox"/> Mrs <input type="checkbox"/> Miss <input type="checkbox"/> Ms <input type="checkbox"/> Dr Other:		
My/Our Full Name(s):	TREVOR AND SALLY SUTTON		
Address for service:	31A TIEKO STREET	Post Code:	
Physical Address:	31A TIEKO STREET OTAIHANGA.	Post Code:	
Home Ph:	04 297 1818	Work Ph:	/
Home Fax:	/	Work Fax:	/
Cell:	021 556406	Email:	TREVMAIL@

SLINGSHOT.CO.NZ

Note: Correspondence will be via email unless otherwise requested.

Submitter/s Position:

Trade Competition

- I am a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
 I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Please use a clear tick in the appropriate box below (✓) to show whether you support the application in full or in part, or oppose the application in full or in part, or are neutral.

<input type="checkbox"/> I / We support the application in full	<input type="checkbox"/> I / We support part of the application *
<input checked="" type="checkbox"/> I / We oppose the application in full	<input checked="" type="checkbox"/> I / We oppose part of the application *
<input type="checkbox"/> I / We are neutral on all aspects of the application	<input type="checkbox"/> I / We are neutral on part of the application *

* If you indicate you support, oppose or are neutral for part of the application, please clearly set out the part(s) of the application you are submitting on (including reasons) in the 'My Submission Is' section of this form below.

Reasons for Submission:

The specific parts of the application that my submission relates to are:

Give details:

PLEASE SEE ATTACHED DOCUMENT

Please use additional pages if required.

My Submission Is:

Include further detail on whether you support, oppose or are neutral on the application or specific parts of it, and the reasons for your views:

PLEASE SEE ATTACHED DOCUMENT

Please use additional pages if required.

Decision Sought:

I / we seek the following decision from the Kāpiti Coast District Council (provide precise details including the general nature of any conditions or changes sought):

AS ATTACHED DOCUMENT.

Please use additional pages if required.

Wish to Speak at Hearing:

Please indicate below whether you would like to speak at the hearing for the application (if a hearing is required). Use a clear tick in the appropriate box below (✓).

I / we do not wish to be heard and hereby make my / our submission in writing only.
(This means that you will not be advised of the date of the hearing and cannot speak at the hearing)

OR

I / we wish to be heard in respect of my / our submission (to speak at the public hearing)
(This means you can speak at the hearing. If at a later date you decide you no longer wish to speak at the hearing you can withdraw from being heard)

If others make a similar submission, I / we will consider presenting a joint case with them at the hearing.
(This is only for parties wanting to be heard)

I / we intend to call expert witness(es). Please indicate the disciplines of expected expert witnesses.
(If you do not tick this box, you can change your mind later and decide to call experts to give evidence in relation to your submission, provided you do so in time to meet any procedural direction the Hearing Panel might make)

Pursuant to Section 100 of the Resource Management Act 1991, I / we request that the Council delegates its functions, powers and duties required to hear and decide the application to one or more hearings commissioners who are not members of the Kapiti Coast District Council. ■

■ If you do wish to make a request for an Independent Commissioner pursuant to Section 100, please see notes below for potential cost implications to you.

SUBMISSION TREVOR AND SALLY SUTTON, 31A TIEKO STREET.

- We would not support this activity if it were planned to use TIEKO STREET as an access for site vehicles during the construction period. To minimise disruption to existing residents during a potential long duration construction period, we would require construction and support vehicles to access the site using the alternative entrance to the activity on OTAIHANGA RD.
- The planned footpath along TIEKO STREET should be on the Eastern side of the road, which is the same side as the planned development, and crosses less residential driveways along the length of that side of the road.

Waka Kotahi New Zealand Transport Agency Reference: 2021-1878

10 November 2021

Kāpiti Coast District Council

C/- Marnie Rydon - Consultant Planner

Private Bag 60601,

Paraparaumu 5032

Via email: submissions@kapiticoast.govt.nz

Dear Marnie,

Waka Kotahi New Zealand Transport Agency Submission on the Proposed 49 Lot Subdivision and Associated Land Use Application RM210147 by M R Mansell, R P Mansell & A J Mansell

Attached is Waka Kotahi New Zealand Transport Agency submission on the publicly notified non-complying subdivision and land use consents to provide for a 49 lot subdivision within the Rural Zone at 48 and 58 Tieko Street and 131, 139 and 147 Otaihanga Road, Paraparaumu.

We welcome the opportunity to discuss the contents of our submission with the Applicant or Council Officers as required.

If you have any further questions, please do not hesitate to contact Luke Braithwaite on (04) 978 2643, luke.braithwaite@nzta.govt.nz.

Yours sincerely



Luke Braithwaite

Planner - Poutiaki Taiao (Environmental Planning) – Transport Services

P: (04) 978 2643

E: luke.braithwaite@nzta.govt.nz

CC: M R Mansell, R P Mansell & A J Mansell

C/- Chris Hansen - Planning Consultant/Company Director

220 Ross Road, RD 7

Whakamarama 3179

Sent via email: chris@rmaexpert.co.nz

FORM 5, CLAUSE 6 OF FIRST SCHEDULE & PURSUANT TO SECTION 96, RESOURCE MANAGEMENT ACT 1991

Submission on the Proposed 49 Lot Subdivision and Associated Land Use Application by M R Mansell, R P Mansell & A J Mansell

To: Kāpiti Coast District Council
C/- Marnie Rydon - Consultant Planner
Private Bag 60601,
Paraparaumu 5032

Via email: submissions@kapiticoast.govt.nz

From: Waka Kotahi New Zealand Transport Agency
Level 7, Majestic Centre
100 Willis Street
PO Box 5084, Lambton Quay
Wellington 6145

1. This is a submission on the following:

Resource consent application RM210147 to Kāpiti Coast District Council (KCDC) for non-complying subdivision and land use consents to provide for a 49-lot rural and residential subdivision within the Rural Zone at 48 and 58 Tieko Street and 131, 139 and 147 Otaihanga Road, Paraparaumu.

This proposal seeks consent for:

- lot sizes less than the minimum and average lot size standards required in the Rural Zone,
- not providing 20m diameter circles to demonstrate a building area on Lots 23-49,
- exceeding the maximum access width,
- undertaking earthworks within 10m of a wetland,
- undertaking over 100m³ of earthworks in the Rural Zone,
- altering the ground level by more than 1m,
- modifying indigenous vegetation within 20m of a waterbody; and,
- for lots 23-49 to provide for dwellings within the Rural Zone boundary setbacks.

2. Waka Kotahi New Zealand Transport Agency could not gain an advantage in trade competition through this submission.

3. Role of Waka Kotahi New Zealand Transport Agency

Waka Kotahi New Zealand Transport Agency (Waka Kotahi) is a Crown Entity which provides an integrated approach to transport planning, investment and delivery. Among other duties, Waka Kotahi is required to construct, operate and maintain a safe and efficient state highway network. It is also a co-investor in the local transport network.

4. State Highway Environment and Context:

Adjacent to the subject site is the Mackays to Peka Peka Expressway (State Highway 1) which forms part of the northern corridor project. State Highway 1 carries approximately 14,099 (2020)¹ as is identified as a high-volume state highway of regional and national significance. State highways are physical resources of local and national importance and as such, compromising the safe, effective and efficient operation would be contrary to several District Plan Objectives and Policies.

5. The Waka Kotahi submission is:

- (i) Waka Kotahi is neutral to the proposed 49 Lot Subdivision and associated land use, to the extent outlined in this submission;
- (ii) The specific provisions of the proposal that the Waka Kotahi submission relates to, and matters which Waka is interested in are:

Reverse Sensitivity:

- a) The applicant is creating lots that have the potential for dwellings to be built within close proximity to State Highway 1, which may result in reverse sensitivity and human health effects on noise sensitive receivers from the noise on State Highway 1. However, compliance with the Kāpiti Coast District Plan sufficiently mitigates this concern as Rule-R14 requires all noise sensitive activities within 80m of a transport noise effects route (which includes State Highway 1) to be treated to 30 dB inside all habitable spaces. As the applicant has not sought non-compliance with this standard, this concern will be adequately mitigated by compliance with Rule-R14 at the building consent stage.

Flood Hazard:

- b) The applicant's site currently is subject to flooding as Section 25 SO 505428 (RT: 842068), Lot 4 DP 84524 (WN52A/678) and Lot 2 DP 84524 (RT: WN52A/676) are low points in the immediate catchment. As the applicant will change the topography of the lots by raising the ground level this will mean that this water that would otherwise pool on the applicant's land including water that would have come from the adjacent Section 24 SO 505428 (RT: 828151), which is crown owned land that is administered by Waka Kotahi, will be displaced. This displacement effect needs to be mitigated. The applicant has proposed a compensatory stormwater storage pond on their land including multiple drains to this pond and provided an assessment demonstrating that the effects on Section 24 SO 505428 (RT: 828151) will result in a net decrease in site inundation during flooding events including a 1 in 100 year storm event. This mitigation includes a proposed small open channel draining that water that would otherwise go onto the applicant's land from the crown owned Section 24 SO 505428 (RT: 828151) into the applicant's compensatory stormwater storage pond via the KCDC stormwater system, as such the potential flooding effects on crown land administered by Waka Kotahi have been sufficiently mitigated.

Works Within Crown Property Administered by Waka Kotahi:

- c) As part of the mitigation of stormwater effects on Section 24 SO 505428 (RT: 828151) the applicant has approached Waka Kotahi regarding the creation of a small open channel on this land that would direct stormwater to Otaihanga Road reserve. Within the Otaihanga Road reserve the applicant has proposed a stormwater inlet and connection is installed to direct stormwater from Section 24 SO 505428 (RT: 828151)

¹ Traffic Monitoring Site Data from Telemetry Site 01K21017, 01K11017 and 01K51017 from 2020. Note: Due to the Covid lockdown there has been a decrease in traffic from the preceding year.

to the KCDC stormwater network. Waka Kotahi accepts this solution but notes that the applicant will be required to seek approval from Waka Kotahi outside of the consenting process for an 'Agreement as to Works' to gain legal access to undertake works within this land. As part of this agreement, the applicant will be required to demonstrate that this stormwater infrastructure does not limit vehicle access to this site or remove the existing onsite vegetation. Waka Kotahi is concerned to ensure that access and the existing onsite vegetation is retained because there is a Mackays to Peka Peka Expressway resource consent condition that requires the retention of the portion of vegetation that is indicated in Attachment 1.

6. Relief Sought:

- (i) Waka Kotahi seeks for the aspects as mentioned above to be retained as part of the proposal and consent decision should the Kāpiti Coast District Council grant consent.
- (ii) Any other relief that would provide for the adequate consideration of potential effects on the state highway environment, transport network and its users.
- (iii) Waka Kotahi does not wish to be heard in support of this submission.
- (iv) Waka Kotahi does not wish to present joint evidence.

Dated at Wellington this **10th day of November 2021**



Caitlin Kelly - Principal Planner, Transport Services

Pursuant to an authority delegated by Waka Kotahi New Zealand Transport Agency

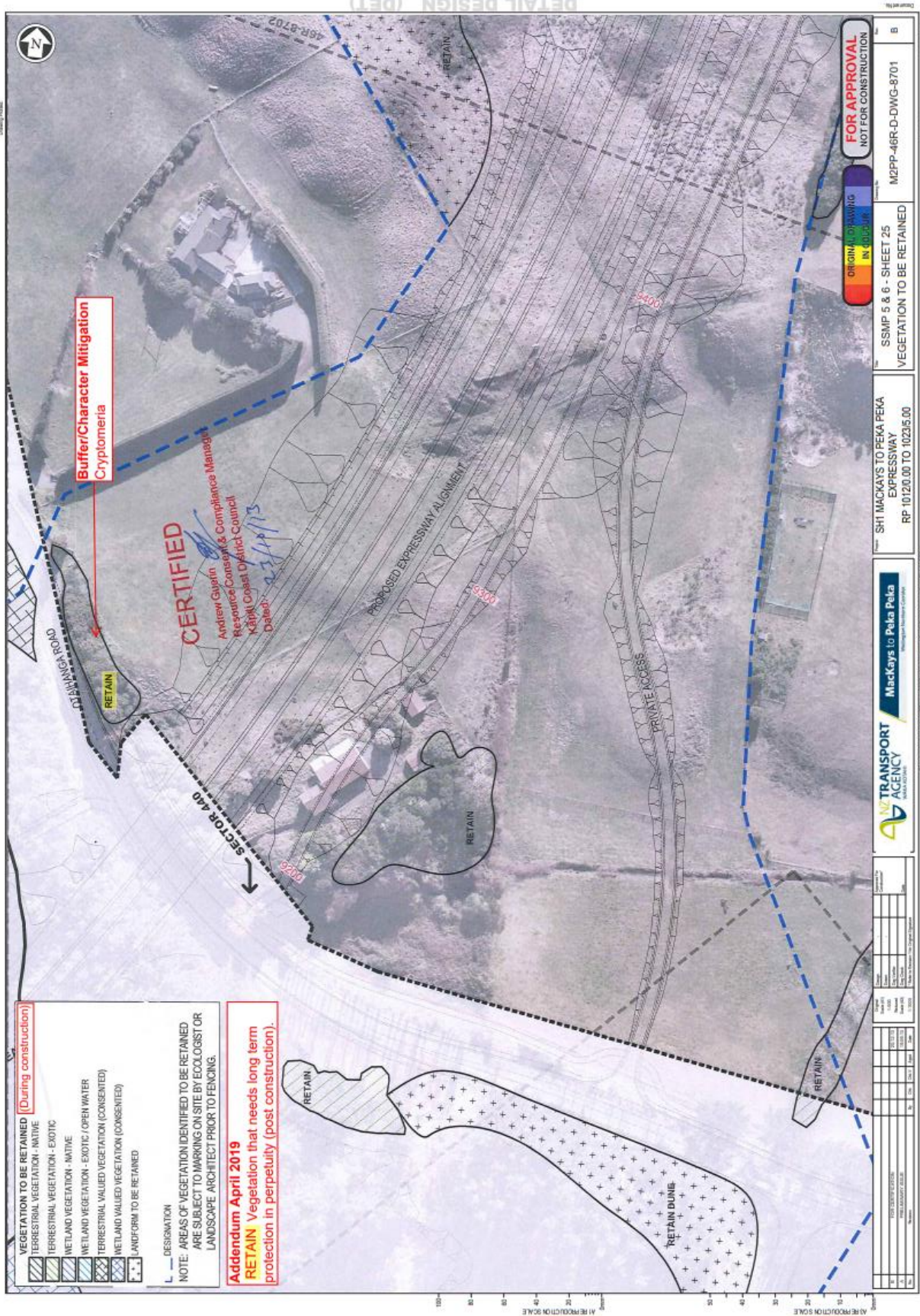
Address for service: Waka Kotahi New Zealand Transport Agency
Level 7, Majestic Centre
100 Willis Street
PO Box 5084, Lambton Quay
Wellington 6145

Contact Person: Luke Braithwaite
Telephone Number: (04) 978 2643
E-mail: luke.braithwaite@nzta.govt.nz

Attachments:

- Attachment 1: Mackays to Peka Peka Expressway Vegetation to be Retained Plan RP 1012/0.00 to 1023/5.00

Attachment 1: Mackays to Peka Peka Expressway Vegetation to be Retained Plan RP 1012/0.00 to 1023/5.00



Marnie Rydon

From: Kyle Tonks <kyle.tonks@gmail.com>
Sent: Saturday, 6 November 2021 4:53 pm
To: Marnie Rydon
Subject: RM210147 Mansell

Good Afternoon Marnie,

This afternoon this Development has been brought to our attention by fellow neighbours.

We are the owners of 122 Ratanui Road and at this stage are throughly opposing the development of this land into the 27 Residential houses and 22 lifestyle lots.

The major issues we have with this is the increased traffic and noise.

Ratanui road and Otaihanga road is already too busy and dangerous as it is. We have major issues trying to leave and enter our driveway at the moment and adding more residents of this scale will make it near impossible.

This area will not be able to handle the added infrastructure and will totally degrade from what is a peaceful quiet rural residential area.

I am not against developing the land into around 10 x 1 hectare lots as this will be a good use of what is currently under utilised farm land.

Please consider all factors in this application and feel free to ring me for any more information.

Thank you.

Regards,

Kyle Tonks and Rhiannon Neumayr
0276739908
122 Ratanui Road,
Paraparaumu

Marnie Rydon

From: James Tilsley <jimmytilsley@gmail.com>
Sent: Wednesday, 10 November 2021 9:07 am
To: Mailbox - Kapiti Council
Cc: Marnie Rydon
Subject: Subdivision
Attachments: kcdc%20subdivision.docx

Hey.

Ive attached a letter that my neighbour has sent as i was speaking to him last night about the subdivision and agree totally with what he saying..

I do use the bin service but as Travis has stated the trucks do turn around and rip up the road we pay for which ive never really understood why i pay rates and have to maintain my own road and pay bins seems like dont get a lot back for what i pay..

Tieko street road is not in the best condition as it is..

Anyway Travis letter says it best just voices my concerns.. also only found out this was happening 2 days ago bit short nitice to read everything hence why i spoke to my neighbours about it

Regards

Jimmy

33 Tieko street

[<kapiti.council@kapiticoast.govt.nz>](mailto:kapiti.council@kapiticoast.govt.nz)

Dear sir/madam

I am writing to voice my discontent as a rate payer of Tiekō St, Otaihangā to KCDC. By my estimate, there is approximately \$23.5M worth of Ratable Value along Tiekō St, for 27 properties. Therefore the average RV along Tiekō St is \$870 370. ($\$23.5/27=\$870\ 370$). My current Rates are \$3590/year, and the CV is \$805 000. Therefore my Rates are below average for the street. So I think it would be safe to say that the average Rates for Tiekō St would be \$4500/year, so I'll use this assumption

There are 27 Ratepaying properties along Tiekō St, all paying on average \$4500/year. That means that Tiekō St would be paying an average of approx \$121 500. It is likely much more than this. Most of these properties are semi rural, and thus do not discharge stormwater into the KCDC drainage- yet a big portion of our rates is based on that factor. It's also likely that at least 25% do not use the KCDC wastewater facility either, yet all are contributing to this.

So what do Tiekō St residents get from KCDC in return. From our point of view-**NOTHING**. We see other areas getting new foot paths, cycle ways, road side kerbs, off street parking, new street lighting, street sweeping, road repairs, marked streets, landscaping, mowing, weed control.

Tiekō St- It is NOT a STREET, it is a NARROW LANE!

- has 1 single street light
- Has No foot path for pedestrians, cycles or horses- yet there are many horses that live on the more rural properties, from about 37 – 68. All of them use Tiekō St. This is DANGEROUS
- At one point Tiekō St is so narrow, it is a single lane. At this point, there are often 2 vehicles, going in opposite direction, pedestrians, parked vehicles
- The street verge is crumbling with no kerb and the pot-holes are getting worse
- No turn around point at the end of the street for Waste collection trucks, and when the Waste collection trucks do collect rubbish, they are forced to turn on my drive. Causing significant damage and cost to me to maintain it
- We no longer have rubbish collection



- No off street parking. Trucks and cars forced to park on grass verges. Which is often muddy
- Just look how many vehicles are in this pic - 5, just taken randomly this afternoon, when I decided to undertake this exercise.



- Vehicles that park, or Pass each other damage the grass verge, which is often muddy, and a bog during the rains. There is no Stormwater drainage on the street, and no definition of the street
- See the top Left of the picture. A vehicle is trying to pass in the opposite direction, and has to pull right over. There is NO room for pedestrians, cyclists, horses or other non-vehicle road users



- Note the pedestrian has to walk on the road, which is where another vehicle would need to pull into if two vehicles were passing in opposite directions. Dangerous
- There is a steep bank on one side, and a gully on the other. No where to go.
- Parked vehicles, pedestrians, rubbish bins, moving vehicles, trucks -all trying to share a narrow LANE.



- When a vehicle drives along Tieko St, and there is another vehicle parked, there is no space for another vehicle to pass, nor pedestrian, cyclist or rider. Very Dangerous.
- A few years ago, my daughter was ridden off the road at this very point, by a passing vehicle, and ended up crashing her cycle and sustaining injuries. This matter was reported to KCDC by my wife- Andrea Palmer. -email dated Tuesday, September 4, 2018 4:43 PM
- KCDC Service Request Number is: 1833992.

- KCDC letter ref 4591212 received dated 5 Oct 2018



- Another view of a vehicle parked with another vehicle passing. If a pedestrian, cyclist, or rider were to be at this point, there is now where for them to pass.
- Their choices are the thick bush on Left, the bog on the right, or between the 2 vehicles- dangerous.
- Look at the poor state of the street.



- This is Tieko St. Thick bush on one side. Parked vehicles and rubbish bins – all sharing the same narrow lane
- Tieko St's one and only street light can be seen above the rubbish bins
- The "Street" is narrow, the bush is encroaching, and never mowed by council
- The street is NEVER swept
- It has never been resurfaced or repaired in well over 8 years



- At the junction of Otaihanga Rd, Tiekō Street Ratepayer **see where all their rates are going... not on our street**
- Off street parking
- Kerbing
- Stormwater drainage
- Cycle track
- Driveways with concrete entrances
- Mowed verges
- Clean streets



- Another view from junction of Tiekō st, looking north along Otaihanga Rd
- Cycle lane
- Foot path
- Kerbs
- Off-street parking area
- Marked street
- Street lights

KCDC bases its rates on the following factors that are directly effected by the Land and Capital Value of a property, amongst others

- District Wide – Urban rating areas rate factor - 0.43834 (LV)
- Districtwide Roding Rate LV factor – 0.03028 (LV)
- Prm/Rau Community Rate factor – 0.00114 (CV)
- Districtwide Stormwater rate factor – 0.02131 (CV)
- Districtwide Roding Rate factor – 0.05745 (CV)

My comments:

- Approximately a factor of 0.09 of my CV is used for roading. How can it be fair that because my property is valued higher, I should pay proportionally more rates. So a rate payer with a

property valued at \$450 000 and has 4 vehicles uses the district roads 4 x more, will pay less than a Rate payer with a \$2M property with 1 car,

- Within 1 year of the Kapiti Expressway opening, there was major resurfacing work undertaken- at ratepayers cost?
- A year or so ago, Mazengarb street and others were resurfaced by a Contractor that was very poor and had to be redone- at ratepayers cost
- A factor of 0.46862, based on my LV is used to calculate my rates, in addition
 - A factor of 0.0799 of CV is used to calculate my rates
 - Total factors based on LV and CV 0.54852 to calculate my rates
- The LV and CV are based on market values. The market values are experiencing massive growth due to the acute shortage of housing in our district. **This has nothing to do with the expenditure of KCDC to maintain its obligations to ratepayers.**
- When there was a contraction in the housing prices- such as after GFC in 2008 , did KCDC review its rates downwards, in line with the negative growth, and decreased LV and CV rate factors?- NO. They argued increased operational costs.
- Since 2012, when I started paying rates on 35 Tieko St, there has been a massive increase in the number of homes, and therefore users of Tieko St. The amount of revenue KCDC has generated from Rates has increased exponentially due to increased number of ratepayers and increased property values and rates. **Yet KCDC has made ZERO improvements to the street, and ZERO ongoing maintenance on the street in 7 years.**
- I'm making a formal requesting to see a record of any KCDC costs that directly benefited the Ratepayers of Tieko St. over the last 5 years.
- We recently received from QV a revised Notice of Rating Valuation, from \$805 000 in 2017, to \$960 000 August 2020, an increase of 19.3%. Undoubtedly, this new valuation will be used to revise the rates after June 21, which will increase based on the above factors, discussed above.
 - District Wide – Urban rating areas rate factor - 0.43834 (LV) x \$520 000 = \$2 279.36
 - Districtwide Roding Rate LV factor – 0.03028 (LV) x \$520 000 = \$157.45
 - Prm/Rau Community Rate factor – 0.00114 (CV) x 960 000 = \$10.94
 - Districtwide Stormwater rate factor – 0.02131 (CV)x 960 00 = \$204.57
 - Districtwide Roding Rate factor – 0.05745 (CV) x960 000 = \$551.52
 - Total estimated increase (excluding other increases = \$4321.84 + 2.1% increase (**talk about double dipping**) = \$4403.40. Almost another \$1000 per year. All because of increased house values, not KCDC expenditure

What I'd like to see on Tieko St

- Safety improvements for all road users, such as:
 - Widened street for 2 vehicles
 - Cycle/pedestrian lane
 - Regular mowing and clearing
 - Turn around point at end of Teiko St, before it becomes Private Road, so rubbish trucks stop ripping up my drive.
 - Fixing the road edges and kerbing to define the street and private driveways
 - Improved STORM water drainage to stop the verge being a virtual bog during the rainy season

I encourage you to engage with the ratepayers of Tieko St, that contribute above average Rates. All we ask is that we see some of that revenue spent on our appalling street, not everyone else's.

I look forward to your reply

Travis and Andrea Palmer,
35 Tieko St, Otaihanga.

Mobile

021 1669 023 (Travis)

021 0244 9657 (Andre)

SUBMISSION ON A RESOURCE CONSENT APPLICATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY THE KAPITI COAST DISTRICT COUNCIL

Pursuant to section 96 of the Resource Management Act 1991

Application Number:	RM210147
Applicant:	M R Mansell, R P Mansell & A J Mansell
Proposal:	Undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements
Legal Description(s):	Lots 1 & 3 DP 303764, Lot 6 DP 53191 and Lots 2, 3 & 4 DP 84524

DUE AT COUNCIL OFFICE NO LATER THAN 5:00PM ON WEDNESDAY 10 NOVEMBER 2021

This is a submission on an application from M R Mansell, R P Mansell & A J Mansell to undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements. It is located in the Rural Residential zone. It is a Non-Complying Activity.

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To:	Or:
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Kāpiti Coast District Council	
Private Bag 60 601	
Paraparaumu 5254	

Note: You are required to send a copy of your submission to the applicant as soon as reasonably practicable after you have served your submission on the Kāpiti Coast District Council.

Please serve a copy of your submission to M R Mansell, R P Mansell & A J Mansell (the Applicant) as below:

M R Mansell, R P Mansell & A J Mansell
220 Ross Road
RD 7
Whakamarama 3179

Or email: chris@rmaexpert.co.nz

Attention: Chris Hansen

Submitter/s Details:

Title:	<input type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Miss <input type="checkbox"/> Ms <input type="checkbox"/> Dr Other:		
My/Our Full Name(s):	Mr Travis & Mrs Andrea PALMER		
Address for service:		Post Code:	
Physical Address:	35 Tieko St, Otaihanga, Paraparaumu	Post Code:	5036
Home Ph:	04 904 3993	Work Ph:	
Home Fax:		Work Fax:	
Cell:	021 1669 023	Email:	travis@selous.co.nz

Note: Correspondence will be via email unless otherwise requested.

Submitter/s Position:

Trade Competition

- I am a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
 I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Please use a clear tick in the appropriate box below (✓) to show whether you support the application in full or in part, or oppose the application in full or in part, or are neutral.

<input type="checkbox"/> I / We support the application in full	<input type="checkbox"/> I / We support part of the application *
<input type="checkbox"/> I / We oppose the application in full	<input checked="" type="checkbox"/> I / We oppose part of the application *
<input type="checkbox"/> I / We are neutral on all aspects of the application	<input type="checkbox"/> I / We are neutral on part of the application *

* If you indicate you support, oppose or are neutral for part of the application, please clearly set out the part(s) of the application you are submitting on (including reasons) in the 'My Submission Is' section of this form below.

Reasons for Submission:

The specific parts of the application that my submission relates to are:

Give details:

- 5.2 _ TRAFFIC EFFECTS
- 5.2.1- traffic generation
- 5.2.2- intersection/access safety
- 5.2.3- shared use path
- 5.2.4- construction traffic

Please use additional pages if required.

My Submission Is:

Please use additional pages if required.

Include further detail on whether you support, oppose or are neutral on the application or specific parts of it, and the reasons for your views:

We oppose the application in parts 5.2 - TRAFFIC EFFECTS.

5.2.1 Traffic generation – By my calculation there's a significantly higher level of traffic than stated in the application due to the increased number of lots, proposed dwellings and subdivisions- which have not been accounted for. The Traffic Assessment report traffic number on Tiekō St are taken from Feb 2019. More dwellings and consents have been added since then.

Tiekō St does not comply with NZS4404:2010. The KCDC in RFI dated 26 July 2021 is requiring the applicant to have the road comply with CPTED NZS4404:2010, but Tiekō St doesn't even comply with those standards. Both Tiekō St and the ROW should be compliant to the above standards. Many new homes have been added, and just recently we saw an application for another 8 Lots on LOT1 DP534361. An additional 22 Lots will increase the usage further to the street that is already too narrow, has no kerb and channel, no shared pathway, inadequate lighting, inadequate turning circle for large trucks such as refuse collection.

We already have an issue with the waste collection trucks crossing into our drive and making U Turns. This is damaging our drive. **We have raised this issue with council Glen O Connor - KCDC Access & Transport Manager - submission 2 Nov 2020.** Glen came to view the issue, and promised to take it up KCDC.- we have not had an outcome.

Glen O Connor said they will send a repair team to fix the edge of the road, and potholes- we have not had an outcome.

5.2.1 Intersection Access safety: The intersection at Tiekō St/Otaihanga has a poor line-of-sight to the right, when driving from Tiekō St, onto Otaihanga. This has been identified in Traffic assessment report that it doesn't meet the Austroads Best practice guidelines. There is no where for cyclist, pedestrians or horses to go, when they use Tiekō St.- This was also raised in our submission to KCDC – 2 Nov 2020

5.2.3 -shared use path: Tiekō St does not comply with Austroads Guidelines, nor NZS4404:2010. How can KCDC require the new subdivision ROW comply, when the council's own road- Tiekō St FAIL.

5.2.4- Construction Traffic: We believe that the increase in heavy construction vehicles will cause damage to our driveway, where it joins Tiekō St. This is already happening from trailers and Rubbish Collection trucks. In addition, due to the narrow width of Tiekō, we believe that there will be "wheel-washing" damage caused when a heavy truck and another vehicle try to pass each-other This issue was raised with KCDC in our submission dated 02 Nov 2020-

Decision Sought:

I / we seek the following decision from the Kāpiti Coast District Council (provide precise details including the general nature of any conditions or changes sought):

- Tieko St and the ROW that joins Tieko St that serves the rural Lots should be a continuation, and both should comply with Austroads, NZS4404:2010 CPTED. It is contradictory to have Tieko St, a non-complying road, lead into a complying road that serves less dwellings.
 - Widening the whole of Tieko to allow 2 vehicles to pass
 - Provide a shared path for pedestrians
 - Kerb and Channel along Tieko street to prevent ponding, wheel wash
 - Provide adequate street lighting
- An undertaking from the Applicants that agrees to repair any damages caused by Construction vehicles to our drive-way

Please use additional pages if required.

Wish to Speak at Hearing:

Please indicate below whether you would like to speak at the hearing for the application (if a hearing is required). Use a clear tick in the appropriate box below (✓).

I / we do not wish to be heard and hereby make my / our submission in writing only.
(This means that you will not be advised of the date of the hearing and cannot speak at the hearing)

OR

I / we wish to be heard in respect of my / our submission (to speak at the public hearing)
(This means you can speak at the hearing. If at a later date you decide you no longer wish to speak at the hearing you can withdraw from being heard)

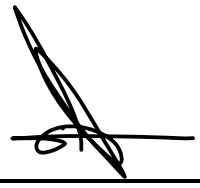
If others make a similar submission, I / we will consider presenting a joint case with them at the hearing.
(This is only for parties wanting to be heard)

I / we intend to call expert witness(es). Please indicate the disciplines of expected expert witnesses.
(If you do not tick this box, you can change your mind later and decide to call experts to give evidence in relation to your submission, provided you do so in time to meet any procedural direction the Hearing Panel might make)

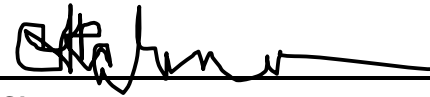
Pursuant to Section 100 of the Resource Management Act 1991, I / we request that the Council delegates its functions, powers and duties required to hear and decide the application to one or more hearings commissioners who are not members of the Kapiti Coast District Council. ■

■ If you do wish to make a request for an Independent Commissioner pursuant to Section 100, please see notes below for potential cost implications to you.

I / we are aware that I / we are required to send a copy of my / our submission to the applicant as required under section 96(6)(b) of the Resource Management Act 1991 (please tick ✓).

 3.11.21

Signature Date:

 3.11.21

Signature Date:

Please note: Signature of submitter, or person authorised to sign on their behalf is required. Signature is not required for electronic (email) submissions. If this is a joint submission by two or more individuals, each individual's signature is required.

Privacy Disclaimer

Please note: All submissions (including names and contact details) will be made publicly available at Council offices and public libraries. A summary of submissions including the name of the submitter may also be made publicly available and posted on the Kāpiti Coast District Council website. Personal information will also be used for administration relating to the subject matter of the submissions, including notifying submitters of subsequent steps and decisions. All information will be held by the Kāpiti Coast District Council, with submitters having the right to access and correct personal information.

Notes to Submitters:

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- The closing date for serving submissions on the consent authority is the 20th working day after the date on which public or limited notification is given. If the application is subject to limited notification, the consent authority may adopt an earlier closing date for submissions once the consent authority receives responses from all affected persons.
- If you make a request for an independent commissioner(s) under section 100A of the Resource Management Act 1991, you must do so in writing no later than 5 working days after the close of submissions and you may be liable to meet or contribute to the costs of the hearings commissioner or commissioners.
- You must serve a copy of your submission on the applicant as soon as is reasonably practicable after you have served your submission on the consent authority.
- If you are a trade competitor, your right to make a submission may be limited by the trade competition provisions in Part 11A of the Resource Management Act 1991.

Hello Travis and Andrea,

My name is Glen O'Connor and I am the roading manager at Council.

I tried your phones and it would be good to talk through your email below.

Can one of you please give me a call on my number below?

Regards
Glen

Glen O'Connor
Access & Transport Manager
Te Kaiwhakahaere Putunga Waka

Kāpiti Coast District Council
Tel 04 296 4739
Mobile 027 5555 739

www.kapiticoast.govt.nz

From: Neil Trotter
Sent: Monday, November 30, 2020 1:15 PM
To: Glen O'Connor <Glen.O'Connor@kapiticoast.govt.nz>
Subject: FW: Rates review. 15260/29201- 35 Tiekō St, Otaihanga

Neil Trotter
Transport Safety Leader

Kāpiti Coast District Council
Tel 04 296 4809
Mobile 027 5555 809

www.kapiticoast.govt.nz

From: Travis Palmer [<mailto:travis@selous.co.nz>]
Sent: Monday, November 2, 2020 10:23 PM
To: Mailbox - Kapiti Council <kapiti.council@kapiticoast.govt.nz>
Cc: 'Andrea Palmer' <andrea@selous.co.nz>
Subject: Rates review. 15260/29201- 35 Tiekō St, Otaihanga

Dear sir/madam

I am writing to voice my discontent as a rate payer of Tiekō St, Otaihanga to KCDC. By my estimate, there is approximately \$23.5M worth of Ratable Value along Tiekō St, for 27 properties. Therefore the average RV along Tiekō St is \$870 370. ($\$23.5/27 = \$870\ 370$). My current Rates are \$3590/year, and the CV is \$805 000. Therefore my Rates are below average for the street. So I think it would be safe to say that the average Rates for Tiekō St would be \$4500/year, so I'll use this assumption

There are 27 Ratepaying properties along Tiekko St, all paying on average \$4500/year. That means that Tiekko St would be paying an average of approx \$121 500. It is likely much more than this. Most of these properties are semi rural, and thus do not discharge stormwater into the KCDC drainage- yet a big portion of our rates is based on that factor. Its also likely that at least 25% do not use the KCDC wastewater facility either, yet all are contributing to this.

So what do Tiekko St residents get from KCDC in return. From our point of view-**NOTHING**. We see other areas getting new foot paths, cycle ways, road side kerbs, off street parking, new street lighting, street sweeping, road repairs, marked streets, landscaping, mowing, weed control.

Tiekko St- It is NOT a STREET, it is a NARROW LANE!

- has 1 single street light
- Has No foot path for pedestrians, cycles or horses- yet there are many horses that live on the more rural properties, from about 37 – 68. All of them use Tiekko St. This is DANGEROUS
- At one point Tiekko St is so narrow, it is a single lane. At this point, there are often 2 vehicles, going in opposite direction, pedestrians, parked vehicles
- The street verge is crumbling with no kerb and the pot-holes are getting worse
- No turn around point at the end of the street for Waste collection trucks, and when the Waste collection trucks do collect rubbish, they are forced to tur on my drive. Causing significant damage and cost to me to maintain it
- We no longer have rubbish collection



- No off street parking. Trucks and cars forced to park on grass verges. Which is often muddy
- Just look how many vehicles are in this pic - 5, just taken randomly this afternoon, when I decided to undertake this exercise.



- Vehicles that park, or Pass each other damage the grass verge, which is often muddy, and a bog during the rains. There is no Stormwater drainage on the street, and no definition of the street
- See the top Left of the picture. A vehicle is trying to pass in the opposite direction, and has to pull right over. There is NO room for pedestrians, cyclists, horses or other non-vehicle road users



- Note the pedestrian has to walk on the road, which is where another vehicle would need to pull into if two vehicles were passing in opposite directions. Dangerous
- There is a steep bank on one side, and a gully on the other. No where to go.
- Parked vehicles, pedestrians, rubbish bins, moving vehicles, trucks -all trying to share a narrow LANE.



- When a vehicle drives along Tieko St, and there is another vehicle parked, there is no space for another vehicle to pass, nor pedestrian, cyclist or rider. Very Dangerous.
- A few years ago, my daughter was ridden off the road at this very point, by a passing vehicle, and ended up crashing her cycle and sustaining injuries. This matter was reported to KCDC by my wife- Andrea Palmer. -email dated Tuesday, September 4, 2018 4:43 PM
- KCDC Service Request Number is: 1833992.

- KCDC letter ref 4591212 received dated 5 Oct 2018



- Another view of a vehicle parked with another vehicle passing. If a pedestrian, cyclist, or rider were to be at this point, there is now where for them to pass.
- Their choices are the thick bush on Left, the bog on the right, or between the 2 vehicles- dangerous.
- Look at the poor state of the street.



- This is Tieko St. Thick bush on one side. Parked vehicles and rubbish bins – all sharing the same narrow lane
- Tieko St's one and only street light can be seen above the rubbish bins
- The "Street" is narrow, the bush is encroaching, and never mowed by council
- The street is NEVER swept
- It has never been resurfaced or repaired in well over 8 years



- At the junction of Otaihang Rd, Tiek Street Ratepayer **see where all their rates are going... not on our street**
- Off street parking
- Kerbing
- Stormwater drainage
- Cycle track
- Driveways with concrete entrances
- Mowed verges
- Clean streets



- Another view from junction of Tiek st, looking north along Otaihang Rd
- Cycle lane
- Foot path
- Kerbs
- Off-street parking area
- Marked street
- Street lights

KCDC bases its rates on the following factors that are directly effected by the Land and Capital Value of a property, amongst others

- District Wide – Urban rating areas rate factor - 0.43834 (LV)
- Districtwide Roding Rate LV factor – 0.03028 (LV)
- Prm/Rau Community Rate factor – 0.00114 (CV)
- Districtwide Stormwater rate factor – 0.02131 (CV)
- Districtwide Roding Rate factor – 0.05745 (CV)

My comments:

- Approximately a factor of 0.09 of my CV is used for roading. How can it be fair that because my property is valued higher, I should pay proportionally more rates. So a rate payer with a

property valued at \$450 000 and has 4 vehicles uses the district roads 4 x more, will pay less than a Rate payer with a \$2M property with 1 car,

- Within 1 year of the Kapiti Expressway opening, there was major resurfacing work undertaken- at ratepayers cost?
- A year or so ago, Mazengarb street and others were resurfaced by a Contractor that was very poor and had to be redone- at ratepayers cost
- A factor of 0.46862, based on my LV is used to calculate my rates, in addition
 - A factor of 0.0799 of CV is used to calculate my rates
 - Total factors based on LV and CV 0.54852 to calculate my rates
- The LV and CV are based on market values. The market values are experiencing massive growth due to the acute shortage of housing in our district. **This has nothing to do with the expenditure of KCDC to maintain its obligations to ratepayers.**
- When there was a contraction in the housing prices- such as after GFC in 2008 , did KCDC review its rates downwards, in line with the negative growth, and decreased LV and CV rate factors?- NO. They argued increased operational costs.
- Since 2012, when I started paying rates on 35 Tieko St, there has been a massive increase in the number of homes, and therefore users of Tieko St. The amount of revenue KCDC has generated from Rates has increased exponentially due to increased number of ratepayers and increased property values and rates. **Yet KCDC has made ZERO improvements to the street, and ZERO ongoing maintenance on the street in 7 years.**
- I'm making a formal requesting to see a record of any KCDC costs that directly benefited the Ratepayers of Tieko St. over the last 5 years.
- We recently received from QV a revised Notice of Rating Valuation, from \$805 000 in 2017, to \$960 000 August 2020, an increase of 19.3%. Undoubtedly, this new valuation will be used to revise the rates after June 21, which will increase based on the above factors, discussed above.
 - District Wide – Urban rating areas rate factor - 0.43834 (LV) x \$520 000 = \$2 279.36
 - Districtwide Roding Rate LV factor – 0.03028 (LV) x \$520 000 = \$157.45
 - Prm/Rau Community Rate factor – 0.00114 (CV) x 960 000 = \$10.94
 - Districtwide Stormwater rate factor – 0.02131 (CV)x 960 00 = \$204.57
 - Districtwide Roding Rate factor – 0.05745 (CV) x960 000 = \$551.52
 - Total estimated increase (excluding other increases = \$4321.84 + 2.1% increase (**talk about double dipping**) = \$4403.40. Almost another \$1000 per year. All because of increased house values, not KCDC expenditure

What I'd like to see on Tieko St

- Safety improvements for all road users, such as:
 - Widened street for 2 vehicles
 - Cycle/pedestrian lane
 - Regular mowing and clearing
 - Turn around point at end of Teiko St, before it becomes Private Road, so rubbish trucks stop ripping up my drive.
 - Fixing the road edges and kerbing to define the street and private driveways
 - Improved STORM water drainage to stop the verge being a virtual bog during the rainy season

I encourage you to engage with the ratepayers of Tieko St, that contribute above average Rates. All we ask is that we see some of that revenue spent on our appalling street, not everyone else's.

I look forward to your reply

Travis and Andrea Palmer,
35 Tieko St, Otaihanga.

Mobile

021 1669 023 (Travis)

021 0244 9657 (Andre)

RECEIVED

11 NOV 2021

BY: _____

SUBMISSION ON A RESOURCE CONSENT APPLICATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY THE KAPITI COAST DISTRICT COUNCIL
Pursuant to section 96 of the Resource Management Act 1991

Application Number:	RM210147
Applicant:	M R Mansell, R P Mansell & A J Mansell
Proposal:	Undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements
Legal Description(s):	Lots 1 & 3 DP 303764, Lot 6 DP 53191 and Lots 2, 3 & 4 DP 84524

DUE AT COUNCIL OFFICE NO LATER THAN 5:00PM ON ~~WEDNESDAY~~ ^{THURSDAY 11} NOVEMBER 2021 *As per KCDC's letter of 14-10-21*

This is a submission on an application from M R Mansell, R P Mansell & A J Mansell to undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements. It is located in the Rural Residential zone. It is a Non-Complying Activity.

Please note: This form is only a guideline. If you don't wish to use this form please make sure your submission includes all the following details (see Resource Management (Forms, Fees, and Procedure) Regulations 2003, Form 13 for official submission content requirements):

Please send your Submission to:

To:	Or:
The Chief Executive Officer	Email: submissions@kapiticoast.govt.nz
Kāpiti Coast District Council	
Private Bag 60 601	
Paraparaumu 5254	

Note: You are required to send a copy of your submission to the applicant as soon as reasonably practicable after you have served your submission on the Kāpiti Coast District Council.

Please serve a copy of your submission to M R Mansell, R P Mansell & A J Mansell (the Applicant) as below:

M R Mansell, R P Mansell & A J Mansell
220 Ross Road
RD 7
Whakamarama 3179

Or email: chris@rmaexpert.co.nz

Attention: Chris Hansen

Me Huri Whakamuri, Ka Titiro Whakamua

Submitter/s Details:

Title:	<input checked="" type="checkbox"/> Mr <input checked="" type="checkbox"/> Mrs <input type="checkbox"/> Miss <input type="checkbox"/> Ms <input type="checkbox"/> Dr Other:		
My/Our Full Name(s):	BRIAN AND STEPHANIE MIDDLETON		
Address for service:		Post Code:	
Physical Address:	34 TIEKO ST OTAIHANGA	Post Code:	5036
Home Ph:	04 2985553	Work Ph:	—
Home Fax:	—	Work Fax:	—
Cell:	021 2510308	Email:	cmiddleton@extra.co.nz

Note: Correspondence will be via email unless otherwise requested.

Submitter/s Position:

Trade Competition

- I am a trade competitor for the purposes of section 308B of the Resource Management Act 1991.
 I am not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Please use a clear tick in the appropriate box below (✓) to show whether you support the application in full or in part, or oppose the application in full or in part, or are neutral.

<input type="checkbox"/> I / We support the application in full	<input type="checkbox"/> I / We support part of the application *
<input checked="" type="checkbox"/> I / We oppose the application in full	<input type="checkbox"/> I / We oppose part of the application *
<input type="checkbox"/> I / We are neutral on all aspects of the application	<input type="checkbox"/> I / We are neutral on part of the application *

* If you indicate you support, oppose or are neutral for part of the application, please clearly set out the part(s) of the application you are submitting on (including reasons) in the 'My Submission Is' section of this form below.

Reasons for Submission:

The specific parts of the application that my submission relates to are:

Give details:

We oppose the application in total.

Please use additional pages if required.

My Submission Is:

Include further detail on whether you support, oppose or are neutral on the application or specific parts of it, and the reasons for your views:

We oppose the application because it totally destroys the existing rural /lifestyle nature of the area in question. We initially bought our lifestyle property to enjoy the rural living it affords us and it is extremely frustrating to now be confronted ^{with} this proposed major development in the immediate area to our property. The proposed development is completely at odds with this part of Otaihangā.

It is also a serious concern that the existing Tiedo St access is barely adequate for the existing residents and will not handle the heavy construction traffic and eventual needs of the proposed lots that would use Tiedo St as its access.

Please use additional pages if required.

Decision Sought:

I / we seek the following decision from the Kāpiti Coast District Council (provide precise details including the general nature of any conditions or changes sought):

To not approve the application.

Please use additional pages if required.

Wish to Speak at Hearing:

Please indicate below whether you would like to speak at the hearing for the application (if a hearing is required). Use a clear tick in the appropriate box below (✓).

I / we do not wish to be heard and hereby make my / our submission in writing only.
(This means that you will not be advised of the date of the hearing and cannot speak at the hearing)

OR

I / we wish to be heard in respect of my / our submission (to speak at the public hearing)
(This means you can speak at the hearing. If at a later date you decide you no longer wish to speak at the hearing you can withdraw from being heard)

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(This is only for parties wanting to be heard)

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Pursuant to Section 100 of the Resource Management Act 1991, I / we request that the Council delegates its functions, powers and duties required to hear and decide the application to one or more hearings commissioners who are not members of the Kapiti Coast District Council. ■

■ If you do wish to make a request for an Independent Commissioner pursuant to Section 100, please see notes below for potential cost implications to you.

I / we are aware that I / we are required to send a copy of my / our submission to the applicant as required under section 96(6)(b) of the Resource Management Act 1991 (please tick ✓).

B.M. 11/11/21
Signature Date:

[Signature] 11/11/21
Signature Date:

Please note: Signature of submitter, or person authorised to sign on their behalf is required. Signature is not required for electronic (email) submissions. If this is a joint submission by two or more individuals, each individual's signature is required.

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- You must serve a copy of your submission on the applicant as soon as is reasonably practicable after you have served your submission on the consent authority.
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APPENDIX B

Recommended Conditions

General

1. The proposed activity shall be undertaken in general accordance with the following plans:

Cuttriss Consultants Limited:

- Scheme Plan – Development Overview, Drawing No. 22208 SCH1, Revision Q, Sheet 1 of 25
- Scheme Plan – Ecological Constraints & Earthworks, Drawing No. 22208 SCH1, Revision Q, Sheet 3 of 25
- Earthworks 01, Drawing No. 22208 SCH1, Revision Q, Sheet 4 of 25
- Earthworks 02, Drawing No. 22208 SCH1, Revision Q, Sheet 5 of 25
- Earthworks 03, Drawing No. 22208 SCH1, Revision Q, Sheet 6 of 25
- Earthworks Cross Sections 01, Drawing No. 22208 SCH1, Revision Q, Sheet 7 of 25
- Earthworks Cross Sections 02, Drawing No. 22208 SCH1, Revision Q, Sheet 8 of 25
- Scheme Plan – Landscape Constraints, Drawing No. 22208 SCH1, Revision Q, Sheet 9 of 25
- Scheme Plan Legal 01, Drawing No. 22208 SCH1, Revision Q, Sheet 10 of 25
- Scheme Plan Legal 02, Drawing No. 22208 SCH1, Revision Q, Sheet 11 of 25
- Scheme Plan – Services, Drawing No. 22208 SCH1, Revision Q, Sheet 12 of 25
- Scheme Plan – Roading, Drawing No. 22208 SCH1, Revision Q, Sheet 13 of 25
- Scheme Plan – Cul-De-Sac Detail, Drawing No. 22208 SCH1, Revision Q, Sheet 14 of 25
- Right of Way Detail, Drawing No. 22208 SCH1, Revision Q, Sheet 15 of 25
- Scheme Plan –Shared Path Detail, Drawing No. 22208 SCH1, Revision Q, Sheet 16 of 25
- Scheme Plan –Shared Path Longsection, Drawing No. 22208 SCH1, Revision Q, Sheet 17 of 25
- Scheme Plan – Tiekoo Street Upgrade 01, Drawing No. 22208 SCH1, Revision Q, Sheet 18 of 25
- Scheme Plan – Tiekoo Street Upgrade 02, Drawing No. 22208 SCH1, Revision Q, Sheet 19 of 25
- Scheme Plan – Tiekoo Street Upgrade 03, Drawing No. 22208 SCH1, Revision Q, Sheet 20 of 25
- Scheme Plan – Tiekoo Street – Cross Section, Drawing No. 22208 SCH1, Revision Q, Sheet 21 of 25
- Otaihanga Road Intersection Detail, Drawing No. 22208 SCH1, Revision Q, Sheet 22 of 25
- Otaihanga Road Sight Line Detail, Drawing No. 22208 SCH1, Revision Q, Sheet 23 of 25
- Road Longsection & Cross Section Detail, Drawing No. 22208 SCH1, Revision Q, Sheet 24 of 25
- Typical Road Cross Sections, Drawing No. 22208 SCH1, Revision Q, Sheet 25 of 25

DCM Urban

- Landscape Concept Plan, project no./drawing no. 2020_142/LA/001, Revision D
- Elevated Perspective, project no./drawing no. 2020_142/LA/002, Revision D
- Entrance Perspective, project no./drawing no. 2020_142/LA/003, Revision D
- Photo Simulation 1, project no./drawing no. 2020_142/LA/004, Revision D
- Photo Simulation 2, project no./drawing no. 2020_142/LA/005, Revision D
- Street Pinch Point, project no./drawing no. 2020_142/LA/006, Revision D
- Material/Plant Palette, project no./drawing no. 2020_142/LA/007, Revision D

All stamped as 'Final Approved Plans' on XX August 2022 and the information and specifications lodged with the application RM210147 and the further information supplied by Chris Hansen Consultants Limited and Harbour Chambers on 15 and 17 September and 5 and 12 October 2021 and 8 and 13 April, 3 June and 3 and 13 July 2022 except where modified by conditions of consent.

2. The land transfer plan shall be in general conformity with the Cuttriss Consultants Limited plans:
 - Scheme Plan – Legal 01, Drawing No. 22208 SCH1, Revision Q, Sheet 10 of 25
 - Scheme Plan Legal 02, Drawing No. 22208 SCH1, Revision Q, Sheet 11 of 25

Stamped as 'Final Approved Plans' on XX August 2022, except where modified by conditions of consent.

3. Easements are required over any rights of way and communal, private and public services where these pass through the lots in the subdivision. This consent is condition on the easements being granted or reserved and they must be subject to section 243 of the Resource Management Act 1991.
4. A benchmark level reference point, with respect to Mean Sea Level (Wellington) shall be provided within close vicinity of the subdivision.
5. Lot 200 shall be vested in Council as Local Purpose Reserve (stormwater).

Note: The consent holder must meet any requirements of GWRC consent [WGN210352] conditions relevant to Lot 200 prior to vesting in Council.
6. Lots 100, 101, 102 and 103 shall be vested or dedicated as road in Council.

Note: Dedication will only be accepted where vesting is not possible and evidence of this has been provided by the consent holder to Council.
7. Lot 104 shall be vested in Council as Local Purpose Reserve (shared path).
8. Lot 105 shall be vested in Council as Local Purpose Reserve (recreation).
9. The consent holder shall enter into a fencing covenant to ensure that Council shall not be liable for, or called upon to, erect or maintain or contribute towards the cost of the erection or maintenance of any fence along the reserve boundary(ies) (Lots 104 and 105).

The consent holder shall enter into a bond or cash deposit of \$500.00 per lot subject to the covenant on application for the section 224(c) certificate. The bond will be refunded once satisfactory evidence is submitted demonstrating that the covenants have been registered on the appropriate Records of Title.

10. No buildings within Lots 1-22 shall be constructed with zinc or copper roofing materials or use lead paints.

Note: A Consent Notice under Section 221 of the RMA will be issued for Lots 1-22 to facilitate the recording of this condition, which is to be complied with on an ongoing basis.

11. The 10m fenced wetland buffer identified on Lots 1, 5, 14-18 and 20 on the Final Approved Plans detailed in Condition 1 above, shall be identified on the Land Transfer Plan using normal surveying methods.
12. With respect to Lots 1, 5, 14-18 and 20, the following activities are prohibited within the areas identified in condition 11 above:
 - The placement of rubbish or green waste;
 - The construction of any building or structure;
 - The removal of any indigenous vegetation and/or planting of any exotic vegetation.

Note: A Consent Notice under Section 221 of the RMA will be issued for Lots 1, 5, 14-18 and 20 to facilitate the recording of this condition, which is to be complied with on an ongoing basis.

13. The building, structures and earthworks exclusion areas on Lots 6-11, 18, 21-22, 25-30 and 42-46 shown on the Final Approved Plans detailed in Condition 1 above, shall be identified on the Land Transfer Plan using normal surveying methods.
14. With respect to Lots 5-11, 21-22, 26-30 and 42-46, the following activities are prohibited within the areas identified in condition 13 above:
 - Earthworks; and,
 - The erection of any building or structure.

Note: A Consent Notice under section 221 of the RMA will be issued for Lots 6-11, 18, 21-22, 25-30 and 42-46 to facilitate the recording of this condition, which is to be complied with on an ongoing basis.

15. With respect to Lots 23-46, the following yard setbacks for buildings shall apply unless the relevant zone permitted activity standards of the District Plan are less restrictive at the time the building is constructed:
 - 4.5m from the road boundary;
 - 3m from the rear boundary;
 - 3m from one side boundary;
 - 1.5m from all other boundaries.

Note: The condition above must be the subject of a Consent Notice under section 221 of the RMA and registered against the new Records of Title for Lots 23-46. The section 221 Consent Notice shall be prepared by Council at the cost of the consent holder. The section 221 Consent Notice shall be issued with the section 224(c) certificate to facilitate the recording of this condition which is to be complied with on an on-going basis.

16. The unsuitable fill material areas shown on the Final Approved Plans detailed in Condition 1 above, shall be identified on the Land Transfer Plan using normal surveying methods.
17. With respect to Lots 11, 21 and 30, the following activities are prohibited within the areas identified in condition 16 above:
 - The erection of any building or structure.

18. The Lizard Habitat identified on Lot 5 on the Final Approved Plans detailed in Condition 1 above, shall be identified on the Land Transfer Plan using normal surveying methods.
19. With respect to Lot 5, the following activities are prohibited within the area identified in condition 18 above:
 - Earthworks; and,
 - The erection of any building or structure.
20. With respect to Lots 23-46 fencing along rear boundaries and within the areas identified in condition 23 below shall be post and wire only and no higher than 1.2m from original ground level.

Note: A Consent Notice under Section 221 of the RMA will be issued for Lots 23-46 to facilitate the recording of this condition, which is to be complied with on an ongoing basis.
21. With respect to Lots 23-46 fencing along side boundaries shall be post and rail and may include hedge only and no higher than 1.2m from original ground level.

Note: A Consent Notice under Section 221 of the RMA will be issued for Lots 23-46 to facilitate the recording of this condition, which is to be complied with on an ongoing basis.
22. With respect to Lots 23-46, no fencing is permitted within 4.5m of the front boundary and there shall be no fencing of the front boundary.

Note: A Consent Notice under Section 221 of the RMA will be issued for Lots 23-46 to facilitate the recording of this condition, which is to be complied with on an ongoing basis.
23. With respect to Lots 23, 24, 32, 34, 38, 39, 41 and 42, the areas of planting shown on the Final Approved Plans detailed in Condition 1 above, shall be identified on the land transfer plan using normal surveying methods.
24. With respect to Lots 23, 24, 32, 34, 38, 39, 41 and 42, ongoing maintenance of the vegetation within the areas identified in condition 23 above is required and the responsibility of the lot owners.

Any dead vegetation shall be replaced within the next planting season.

Note: A Consent Notice under Section 221 of the RMA will be issued for Lots 23, 24, 32, 34, 38, 39, 41 and 42 to facilitate the recording of this condition, which is to be complied with on an ongoing basis.
25. The consent holder shall supply a copy of the land transfer plan with the application for section 224(c) certification and shall list and indicate how each condition has been met to the satisfaction of the Council.

Fees and Contributions

26. A Reserve Contribution is payable and has been assessed at \$7,184.43, inclusive of GST per additional allotment (total **\$294,561.63** GST inclusive for 41 additional allotments).

The contribution must be paid prior to the issue of any certificate pursuant to section 224(c) of the Resource Management Act 1991.

Note: A credit will be applied to the above contribution following a valuation of the recreation reserve (Lot 105) to vest with Council by Council's preferred valuer and based on Council's valuation process.

27. Prior to the issue of a Section 224(c) certificate under the Resource Management Act 1991, the consent holder shall pay Council Engineering Fees of \$668.00 plus \$334.00 per lot (total **\$17,702.00** GST inclusive) for work that may be required for plan approvals, site inspections and consent compliance monitoring, plus any further monitoring charge or changes to recover the actual and reasonable costs that have been incurred to ensure compliance with the conditions attached to this consent.

Engineering

28. The consent holder shall comply with the requirements of the Kapiti Coast District Council's (KCDC's) Subdivision and Development Principles and Requirements 2012 (SDPR: 2012), unless alternatives are proposed by the consent holder and accepted by the Council's Development Engineer.
29. Prior to works commencing, the consent holder shall submit copies of the plans and specifications for the engineering development for approval to the satisfaction of the Council's Development Engineer. The engineering development must be in accordance with Paragraphs 1 to 5 of Schedule 1 contained in Part 4 of the Kapiti Coast District Council's Subdivision and Development Principles and Requirements, 2012. No works shall commence until the plans are approved by KCDC's Development Engineer.

Note: Engineering drawings shall contain sufficient detail to clearly illustrate the proposal to enable assessment of compliance with the Kapiti Coast District Council's Subdivision and Development Principles and Requirements, 2012 and to enable accurate construction.

30. Prior to works commencing, the consent holder shall provide the Council's Development Engineer with the names of the Developer's or Owner's Representative(s) appointed in terms of Clause B(ii) of Part 3 of the Kapiti Coast District Council's Subdivision and Development Principles and Requirements, 2012.
31. The consent holder shall advise the names and professional qualifications of any Suitably Qualified Persons required in terms of Clause B(iii) of Part 3 of the Kapiti Coast District Council's Subdivision and Development Principles and Requirements 2012. Suitably Qualified Persons are required for, but not necessarily limited to, the following areas:
 - Civil Engineering
 - Stormwater Design and Construction
 - Foundation Design
 - Street Lighting Design
 - Earthworks Design & Construction
 - Road Design & Construction
 - Geotechnical Engineering
 - Water and Wastewater Design & Construction
 - Landscape Design and Construction; and
 - Road Safety Audits

Note: If the Council considers any of the nominated persons are not acceptable then the consent holder shall nominate alternative persons, or the Council may require the consent holder to employ a specified Suitably Qualified Person or Persons at the consent holder's expense.

32. The consent holder shall notify Council's Development Engineer prior to commencement of the following stages of work, so that the Council's Development Engineer, or their authorised representative, are present on site to inspect certain stages of the works. These stages are as follows:
- Commencement of works or recommencement after a substantial lapse;
 - Water reticulation connections and services prior to back fill;
 - Wastewater services and construction of new manholes prior to back fill;
 - Completed earthworks and prepared subgrade (roading and footpaths);
 - Finished base course before the commencement of road sealing;
 - Roads during Benkelman Beam testing (and NDM if required);
 - Road sealing – waterproof and final seal coat;
 - Final inspection.

Earthworks

33. All construction shall proceed in general accordance with the Construction Management Plan (CMP) to be prepared by a suitably qualified person and certified by Council's Development Engineer under RM210147 prior to any construction activity being undertaken. The Development Engineer is to confirm certification within 20 working days of receipt of the CMP.
34. The CMP shall include how the following construction effects will be managed through the construction period and how the construction related conditions of consent shall be complied with:
- a) Construction Traffic
 - b) Earth-worked material tracking onto the road
 - c) Dust
 - d) Noise and hours of operation
 - e) Stormwater runoff
 - f) Animal pest control prior to and during construction
 - g) Provision of ongoing access to 68 Tieko Street
35. The approved CMP shall be implemented and maintained throughout the entire earthworks and construction period, any proposed amendments to the plan shall be submitted to the Council's Development Engineer for consideration and approval.
36. All earthworks staging, stabilisation and monitoring are to be undertaken in accordance with the Preliminary Erosion & Sediment Control Plan (ESCP) provided with [RM210147] in Appendix C of the Infrastructure Engineering Report prepared by Cuttriss Consultants Limited and dated 29 June 2021, further information provided in the s92 response, or any subsequent updated version agreed with Council.
37. The consent holder shall undertake earthworks in accordance with Part 3C & Part 4 Schedule 2 of the SDPR:2012 and the requirements & intents of report titled

“Geotechnical investigation report for Mansell farm subdivision, Otaihangā Road, Paraparaumu” prepared by RDCL and dated 10 March 2022. Upon completion of the earthworks the consent holder shall provide geotechnical completion report and a certificate in the form of Schedule 2A of NZS 4404:2010 by the geo-professional and a certificate in the form of Appendix A of NZS 4431:1989 by the inspecting engineer to the Council’s Development Engineer.

38. After the completion of earthworks and prior to the issue of a Section 224(c) certificate the consent holder shall supply to the satisfaction of the Council’s Development Engineer a report by a suitably qualified person detailing site investigation work and findings together with recommendations for foundation design for Lots 1-46.

Note: A Consent Notice under Section 221 of the RMA will be issued to facilitate the recording of this condition which is to be complied with on an on-going basis.

39. The consent holder shall undertake earthworks in accordance with Part 3C & Part 4 Schedule 2 of the Subdivision and Development Principles and Requirements 2012 and Section 2 of NZS 4404:2010 unless otherwise agreed with the Council’s Development Engineer in writing. Upon completion of the earthworks the consent holder shall provide a certificate in the form of Schedule 2A of NZS 4404:2010 by the geo-professional to the Council’s Development Engineer .

40. The consent holder shall ensure:

- A minimum batter slope of 1V:2H for permanent batters in loose material and 1V:1.5H in dense material
- A minimum batter slope of 1V:1.5H for temporary batters in loose material and 1V:1H in dense material
- A nominal building restriction zone of 5m is established from natural slopes exceeding 15o (from the top and base of slopes);
- Building within these zones must have specific engineering design and take into consideration the potential for slope instability;
- NZS 3604:2011 setbacks are met for fill batters.

Note: A Consent Notice under Section 221 of the RMA will be issued to facilitate the recording of this condition which is to be complied with on an on-going basis.

41. The consent holder shall ensure all silt fences shall be installed and maintained in accordance with the GWRC ESC Guidelines.

42. The consent holder shall ensure the location of topsoil stockpile sites shall be identified using criteria included in the Preliminary Erosion and Sediment Control Plan (ESCP) provided with RM210147 prior to commencement of construction activities; the management of the topsoil stockpile sites shall be undertaken in accordance with the measures included in the Preliminary ESCP provided with RM210147.

43. Earthworks must be undertaken to provide a flood free building area on Lots 6 and 7. The section 224(c) certification application must contain documentation that proves the earthworks have been undertaken and the resulting ground level is above the 1% AEP.

44. All earthworks are subject to the Archaeology Management Plan (AMP) prepared under Archaeology Authority #2020/378 and the roles and responsibilities and discovery protocols included in the AMP should any archaeological remains be found; monitoring of all earthworks shall be consistent with the AMP and with Appendix A of the Te Ātiawa Kaitiakitanga Plan.

45. Evidence of archaeological sites may include kōiwi (human skeletal remains), taonga Māori (Māori artefacts), oven stones, charcoal, shell middens, ditches, banks, pits and

old building foundations. If any archaeological site(s) are uncovered during physical works, Ātiawa ki Whakarongotai Charitable Trust will require the contractor to adopt the following protocols:

- a. Work shall cease immediately within 100 metres of the site of discovery.
- b. The contractor and subcontractor(s) must shut down all machinery, isolate and secure the site, and advise the project manager.
- c. No materials relating to the artefacts or site shall be removed.
- d. The project manager shall promptly advise Ātiawa ki Whakarongotai Charitable Trust.
- e. If skeletal remains are uncovered, the project manager will also advise New Zealand Police.
- f. An archaeologist approved by Ātiawa ki Whakarongotai Charitable Trust shall be employed at the expense of the contractor to examine and record the site.
- g. Ātiawa ki Whakarongotai Charitable Trust will at their discretion contact other iwi groups and organise a site inspection by appropriate tangata whenua advisors and the archaeologist.
- h. If as a result of the site inspection and investigation there is a need for an appropriate ceremony, Ātiawa ki Whakarongotai Charitable Trust will arrange such at the contractor's expense.
- i. Materials discovered will be handled and removed by the Ātiawa ki Whakarongotai Charitable Trust representatives responsible for the tikanga appropriate to their removal and preservation, or re-interment.
- j. Works affecting the archaeological site shall not resume until Ātiawa ki Whakarongotai Charitable Trust, and the New Zealand Police in the case of skeletal remains, have given the appropriate consent, approval or authority for work to continue. The contractor and subcontractor(s) will allow representatives of Ātiawa ki Whakarongotai Charitable Trust and the archaeologist all reasonable access to the site to carry out their respective responsibilities or activities under this protocol.

Contact details for iwi representatives are as follows:

Ātiawa ki Whakarongotai Charitable Trust

PO Box 509

Waikanae 5250

Stormwater

46. Prior to works commencing, the consent holder shall submit copies of the plans and specifications for the engineering development to the Council's Development Engineer for approval. The engineering development must be in accordance with Paragraphs 1 to 5 of Schedule 1 contained in Part 4 of Council's SDPR: 2012 and the technical reports prepared by Awa and Cuttriss as part of the resource consent application, including information provided by the applicant in part of the S92 response.

Note 1: Engineering drawings shall contain sufficient detail to clearly illustrate the proposal to enable assessment of compliance with Council's SDPR: 2012 and to enable accurate construction.

Note 2: The consent holder shall provide hydraulic modelling of the detail design of the stormwater devices to demonstrate they will achieve the outcomes intended in the Awa Technical Report.

Note 3: The consent holder shall undertake the detailed design in consultation with GWRC and provide evidence to the Council's Development Engineer of the consultation undertaken and GWRC's agreement to the final design.

47. Within the northern area of the site, the consent holder shall ensure:
- a. The discharge of stormwater within Lot 101 from the access road into swales, through an under-drain bio-filtration device prior to discharge to land as per the Awa preliminary design included in the Awa Technical Report accompanying the application.
 - b. The discharge of stormwater within Lots 1 – 22 the consent holder shall ensure the discharge of stormwater from roofs into an appropriately designed and sized on-site soakage pit and the discharge of stormwater from access roads into swales, through an under-drain bio-filtration device prior to discharge to land as per the Awa preliminary design included in the Awa Flood Hazard Report (Appendix H dated 29/6/2021) which accompanied the consent application.
 - c. The consent holder may propose alternatives that would need to be accepted by the Council's Development Engineer. An updated report must be provided for an alternative solution.

Note 1: In the event that the certified stormwater disposal design is not installed prior to the issue of the 224(c) certificate, a Consent Notice under Section 221 of the RMA will be issued to facilitate the recording of this condition, which is to be complied with on an on-going basis. The Consent Notice shall include reference to the following:

- i. The certified stormwater disposal design as an option for compliance;
- ii. The owners' responsibility to construct a system to meet the above performance standard;
- iii. The owners' responsibility to maintain the system on an on-going basis to meet the above performance standard as it applied at the time of approval.

Note 2: The consent holder shall undertake the detailed design required for the discharge of stormwater from roofs in consultation with GWRC and provide evidence to the Council's Development Engineer of the consultation undertaken and GWRC's agreement to the final design.

48. In the southern area, the consent holder shall ensure:
- a. discharge of stormwater from roofs, driveways and access road to be collected and conveyed using traditional curb and channel into the proposed controlled compensatory storage area (constructed wetland) located in Lot 200;
 - b. the open channel adjacent to Otaihanga Road is modified as part of the formalisation of the compensatory storage area;
 - c. a non-return valve is installed as per the Awa preliminary design included in the Awa Technical Report accompanying the application.
49. The consent holder shall provide appropriate planting of constructed wetland area in Lot 200 to filter out potential contaminants from stormwater discharge in accordance with the Planting Plan provided in the Landscape & Visual Assessment Technical Report accompanying the application, or an amended Planting Plan that will achieve the same or better outcomes, prior to the vesting of Lot 200 with Council.

Note: The consent holder shall prepare the Planting Plan in consultation with GWRC and provide evidence to the Council's Development Engineer of the consultation undertaken and GWRC's agreement to the Planting Plan.

50. The consent holder shall install of an overflow pipe in the Otaihanga Road reserve adjacent to the Waka Kotahi (NZ Transport Agency) property immediately east of the southern area of the site to allow discharge from that site of ponding caused in a 100-year flood event as shown in the Awa Technical Report accompanying the application.
51. The consent holder shall provide Council with a comprehensive Maintenance and Operations Manual for the stormwater disposal systems prior to vesting with Council. The Operations and Management Plan shall include details of the operation and maintenance of the Constructed Wetlands Swales, including a programme for inspection and maintenance of vegetation associated with the stormwater devices including the replacement of plants and the control of pest plants and animals to be undertaken by the consent holder for a minimum of 5 years after vesting with Council.

Note: The consent holder shall prepare the Maintenance and Operations Manual for the stormwater disposal system in consultation with GWRC and provide evidence to the Council's Development Engineer of the consultation undertaken and GWRC's agreement to the final manual.

Wastewater

52. The subdivision shall be serviced by a Pressure Sewer System designed in accordance with the Council's SDPR:2012, as well as any other relevant Council policy relating to the design and construction of Pressure Sewer Systems.
53. Engineering drawings supported by hydraulic calculations shall be sent to the Development Engineer for Engineering acceptance prior to the commencement of any physical work.
54. The Approved Sanitary Sewer outfall for the common Council pressure sewer main shall be the manhole KWWN004946.
55. Each lot shall have a Boundary Kit located within the legal Road, or Right of Way outside the boundary of the lot. The pressure lateral from the Boundary Kit is to extend at least 600mm into the lot. The Boundary Kit and lateral shall be installed for all properties in a pressure zone prior to section 224(c) certification.
56. Installation of the common pressure sewer main and boundary kits in roads to vest shall be carried out by a Council Authorised Drainlayer.
57. Transfer of ownership (vesting) of reticulated pressure system to the Council will occur at the time of section 224(c) certification.
58. The consent holder shall provide Council with a comprehensive Maintenance and Operations Manual for the wastewater disposal systems that includes specifying the responsibilities of the property owner for their respective part of the system (including the Boundary Kit and lateral infrastructure) prior to vesting with Council.
59. The following conditions shall be recorded pursuant to Section 221 of the RMA in a Consent Notice registered on the Records of Title for Lots 1-46:
 - a. Each residential lot shall be served by a local pressure sewer unit comprising a pump and storage chamber which can accommodate at least 24 hours average dry weather flow to be supplied by Aquatec, EcoFlow or another Council approved supplier.

- b. The property owner shall retain ownership of the local pressure sewer unit complete with pump, chamber and control equipment. The property owner will be responsible for the operation and maintenance of the complete system, including the lateral, up to the boundary kit, in accordance with the Maintenance and Operations Manual prepared by the consent holder as required by Condition 58.
- c. The electricity supply for the local pressure sewer unit shall be from the dwelling and metered to the dwelling serviced by the pump unit. The property owner shall be responsible for paying the power costs of operating the unit.
- d. Installation of the pressure sewer unit must be carried out by a Registered Drainlayer.
- e. The registered proprietor of the Lot agrees, in relation to the Pressure Sewer System to be bound by and comply with Council's standards, policies and requirements in relation to Pressure Sewer Systems.
- f. If the registered proprietor of a Lot leases the Lot or enters into a tenancy agreement in relation to the Lot or otherwise gives occupation of the Lot to a party other than the registered proprietor then the registered proprietor shall ensure the occupier is aware of the obligations contained herein.

Note: This is an on-going condition, and a Consent Notice will be issued under section 221 of the RMA at the time of section 224(c) certificate. The Council is responsible for the infrastructure in the road, up to and including the boundary kit.

Water

60. Prior to works commencing, the consent holder shall submit copies of the plans and specifications for the water infrastructure for approval to the satisfaction of the Council's Development Engineer. The water infrastructure must be in accordance with Paragraphs 1 to 5 of Schedule 1 contained in Part 4 of Council's SDPR:2012 and the technical reports prepared by Awa and Cuttriss as part of the resource consent application, including information provided by the applicant in part of the S92 response. No works shall commence until the plans are approved by the Council's Development Engineer.
61. Firefighting requirements shall comply with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNL 4509:2008.

Roading

62. Prior to an application being lodged for section 224(c) certification, the improvements to Tiekoo Street shall be constructed as shown on the Final Approved Plans detailed in Condition 1 and in accordance with the final design details to be submitted to and certified in writing by the Access and Transport Manager prior to the commencement of works.
63. The access roads and shared path connecting the two access roads serving the development to be vested to Council as road shall be constructed in accordance with Final Approved Plans detailed in Condition 1 and in accordance with the final design details to be submitted to and certified in writing to the Access and Transport Manager prior to the commencement of works.
64. Detailed Design and Post Construction road safety audits are required for the following:
 - All proposed access roads;
 - The intersection of the proposed access road with Otaihangā Road;

- The proposed shared path linking the proposed access roads; and
- The alterations to Tieko Street.

These road safety audits are to be carried out in accordance with guidance contained in the KCDC Sub-division guide and Waka Kotahi (NZTA) guidance.

65. Any signage / road markings must be in accordance with TCD's, The Manual for Traffic Signs and Signals: 2010 and Traffic Control Devices Manual: 2008.
66. Prior to an application being lodged for section 224(c) certification, the existing redundant driveways on Otaihanga Road are to be removed and reinstated to line and level footpath and grass berm (in accordance with Council standard drawing RD002 concrete footpath/grass berm detail) with standard Kerb and channel (RD001 – standard kerb and channel detail).
67. Prior to an application being lodged for section 224(c) certification, street lighting columns and Luminaire shall be provided to service the development roads, Tieko Street improvements, the shared path connecting the two development roads in accordance with KCDC's Standard Details and Specifications for Road Lighting Infrastructure Version 1.1: 2018 (<https://www.kapiticoast.govt.nz/media/34265/streetlighting-design-guidelines.pdf>). The street lighting layout shall comply with AS/NZS 1158 (Category P) including all referenced standards including NZTA M30, Specification and Guidelines 2014. Any street lights installed within the development shall be provided with a separate street lighting system.
68. A Construction Traffic Management Plan (CTMP) shall be submitted to and certified in writing by the Access and Transport Manager prior to any earthworks or construction commencing on any part of the site. The CTMP shall cover the following topics:
 - a. Details of the traffic management of Tieko Street and Otaihanga Road
 - b. Details of control of mud and detritus from the site onto the road – onsite wheel washing and off-site road sweeping
 - c. Details of on-site turning for delivery vehicles
 - d. Site compound location shown on a plan
 - e. Identified areas for site offices and site operative parking
 - f. Methods to minimise the use of Tieko Street by construction traffic; inclusion of forecasts of vehicle types and daily volumes (typical & peak) using each site access point during the various stages of construction
 - g. Ensuring additional damage by construction traffic to the road pavement on Tieko Street is avoided; a baseline pavement condition inspection will be undertaken prior to construction and the CTMP would provide a mechanism for the repair of the road pavement back to baseline standard
 - h. Ensuring the safe interaction between all road users (including pedestrians) on Tieko Street and construction traffic, with particular consideration of pedestrians and cyclists
 - i. Ensuring the safe crossing of the site accesses on Otaihanga Road with particular regard to the existing frontage shared path
 - j. Ensuring the safe turning of construction traffic to and from Otaihanga Road and any site access points; consideration should be included of the early formation of the proposed new Otaihanga Road intersection
 - k. Construction traffic movements on Tieko Street during daylight hours only given the lack of lighting

- l. Avoid construction traffic activity on weekends and public holidays when recreational use of the existing Otaihanga Road shared path can be expected to be busier
- m. All construction traffic to park within the site; and
- n. Description of how construction traffic activity will be communicated to local residents along with an incident reporting process.

Landscaping and Natural Environment

69. A Landscape Management Plan (LMP) shall be provided at least 20 working days prior to the purchasing of plants for certification by Council's Development Engineer and be implemented in the first planting season following completion of the civil works. The LMP shall achieve the outcomes contained within the approved Landscape Concept Plan referenced in Condition 1, and as a minimum contain the following:

- Existing vegetation to be retained;
- Any vegetation to be removed;
- The extent of planting, paved (impermeable) surfaces and other landscaping elements;
- Details of plant species that shall be native to the Foxton Ecological District;
- Location of plants;
- Number of plants;
- Plant grade sizes;
- An implementation plan describing the methods of soil preparation, details of drainage, fertilising, mulching, spraying, irrigation, staking tree pits, ongoing maintenance, replacing of dead/poorly performing plants and weed and pest management;
- Scheduling of work, including maintenance to ensure successful establishment; and,
- The location, height, and type of fencing.

70. The consent holder shall provide an onsite 1ha northern grass skink habitat area to be fenced and planted around northern most wetland on Lot 5 as shown on the Final Approved Plans detailed in condition 1.

Note: The consent holder shall prepare a Lizard Management Plan to meet any requirements of the Wildlife Act to establish the skink habitat area and provide a copy to Council for information purposes.

71. Prior to lodging an application for section 224(c) certification, the consent holder shall ensure natural wetlands on Lots 1, 2, 5, 14-18 and 20 are fenced to provide a 10m buffer (except where already fenced or the wetland and/or buffer area would exceed the site boundary); undertake weed pest control; and undertake planting with appropriate wetland species (as per the Wildlands Report and Landscape Concept Plan accompanying the application).

Note: A Consent Notice under Section 221 of the RMA will be issued for any lot that include natural wetlands to ensure the long-term management of the 10m buffer by the new lot owner. Where practicable, the edges of wetlands are to be retained as natural as possible.

72. Prior to making an application for section 224(c), the consent holder shall ensure the kānuka stands identified in the Wildlands Report (Appendix G accompanying the application) have pest plant management and underplanting within the groves undertaken.

Note: A Consent Notice under Section 221 of the RMA will be issued for any lot that include kānuka stands to ensure the long-term management of the stands by the new lot owner.

73. The consent holder shall ensure all woody vegetation to be removed during construction is undertaken outside of the bird breeding season (September – March).

Note: If removal of woody material occurs within the bird breeding season is required, a suitably qualified ecologist shall undertake a visual survey for active bird nesting within 48 hours from the commencement of the works. If active nests are observed these should be taped off and clearing should not occur until such time as fledglings have left the nest.

74. The existing Kānuka stands identified within Lots 1, 2, 5 and 20 on the Final Approved Plans detailed in Condition 1 above, shall not be modified or removed, other than for the removal of pest species or for the control of fire or other hazard.

Note: A Consent Notice under Section 221 of the RMA will be issued for Lots 1, 2, 5 and 20 to facilitate the recording of this condition, which is to be complied with on an ongoing basis.

Power and Telecommunications

75. Prior to the issue of a Section 224(c) certificate under the Resource Management Act 1991, the subdivision shall be serviced with electric power & telecommunication to the boundary of each individual allotment complying with the Part 3 Section I & Part 4 Schedule 8 of SDPR: 2012.

Note: For the avoidance of doubt, 'serviced to lot boundary' shall mean that the supply of electric power is available from an underground system, and for telecommunications, shall mean that the reticulation of telecommunications facilities is available, which can be satisfied by a direct installation, or a fibre ready network facility being available.

Completion Requirements

76. Completion documentation, including operation and maintenance manuals, shall be submitted in support of an application for Section 224(c) certification in accordance with Part 1 of NZS 4404:2010 and Part 4, Schedule 1 of KCDC's SDPR: 2012. The consent holder shall provide Council with an itemised schedule of quantities and costs, and the CCTV inspection reports for the services.

Note: As-built of new roads/access ways are to be included in RAMM as part of the roading as-built data transfer.

Advice Notes:

- The consent holder shall notify the Council's RMA Compliance Officer of the start and completion dates of the works in writing 48 hours before the works are carried out. The consent holder shall fill out and return (by email to the duty compliance officer at

compliance.dutyofficer@kapiticoast.govt.nz, or by fax to (04) 2964 830 or by post to Private Bag 60601, Paraparaumu) the form that is attached to the decision letter.

- The consent holder shall pay to the Kapiti Coast District Council the actual and reasonable costs associated with the monitoring of conditions (or review of consent conditions), or supervision of the resource consent as set in accordance with Section 36 of the Resource Management Act 1991. These costs* may include site visits, correspondence and the actual costs of materials or services which may have to be obtained.

*Please refer to Kapiti Coast District Council's current schedule of Resource Management fees for guidance on the current hourly rate chargeable for Council's staff.

- Under Section 125 of the Resource Management Act 1991, this resource consent will lapse in 10 years from the date of the decision, unless it is given effect to within that time.
- It is the consent holder's responsibility to comply with any conditions imposed on this resource consent prior to and during (as applicable) exercising this resource consent.
- Please note that a resource consent is not a consent to build. A building consent must be issued prior to any building work being undertaken.
- If you disagree with any of the above conditions or disagree with the additional charges relating to the processing of the application, you have a right of objection pursuant to sections 357A or 357B of the Resource Management Act 1991. Any objection must be made in writing to the council within 15 working days of notification of the decision.
- The consent holder is responsible for obtaining all other necessary consents, permits, and licences, including those under the Building Act 2004, and the Heritage New Zealand Pouhere Taonga Act 2014. This consent does not remove the need to comply with all other applicable Acts (including the Property Law Act 2007 and the Health and Safety in Employment Act 1992), regulations, relevant Bylaws, and rules of law. This consent does not constitute building consent approval. Please check whether a building consent is required under the Building Act 2004.
- Works within the legal road will only be approved where they comply with Council procedures and processes which are set out below:
 - a. Before undertaking work in the legal road you must make a Corridor Access Request (CAR) and receive a Works Access Permit (WAP) from us. Some examples of activities requiring a permit are:
 - trenching works;
 - footpaths and entranceways;
 - work within the berm or shoulder of the road; and
 - tree work scaffolding and crane work.
 - b. Before any excavations are undertaken a "Before U Dig" inquiry must be made to check for locations of any underground services. This is a web based service that you or your contractor use to get plans and information emailed out to you. This also provides the mechanism for you to make a Corridor Access Request and provide us with a Traffic Management Plan to protect your site, contractors, and the public during operations. Corridor Access Requests require 5 working days' notice before work can commence and Traffic Management Plans for road closures and events must be received 42 working days in advance of the closure or event. Please note: The "Before U Dig" service has no information on council's buried

water, wastewater or stormwater assets. Our mapping tools show the location of the buried council assets.

- c. Work must be undertaken in accordance with Councils guides and standard drawings. Examples of forms, guides and standards drawings (engineering plans) are available for download or print from the Council website and examples include:
 - a. Vehicle Installation Information;
 - b. Vehicle Crossing Application Form;
 - c. Roding Standard Drawings; and
 - d. Vehicle Crossing Guidelines.
- Development Contributions will be required pursuant to Section 198 of the Local Government Act 2002 and the Council’s Development Contribution Policy 2020 when creating new allotments. The contributions will be calculated and levied for each additional allotment created by this resource consent in accordance with the fees that apply at the time the consent was lodged. The fees are listed below:

Items	Fees including GST(NZD)
Roding & Transport - Districtwide	\$2,063.83
Stormwater - Districtwide	\$512.30
Community Infrastructure - Districtwide	\$1,754.36
Subtotal	\$4,330.49
Total (41 additional allotment)	\$177,550.09

There are 41 additional allotments created by this Resource Consent.

The contributions must be paid prior to the issue of any certificate pursuant to Section 224(c) of the Resource Management Act 1991 (please refer also to Section 208 of the Local Government Act 2002).

APPENDIX C

Transport Safety Lead Statement of Evidence

UNDER

the Resource Management
Act 1991

IN THE MATTER OF

An application for resource
consent for a subdivision and
to undertake earthworks with
a lapse period of 10 years at
48 and 58 Tieko Street, and
131, 139 and 147 Otaihanga
Road, Otaihanga,
Paraparaumu

**STATEMENT OF EVIDENCE OF NEIL SCOTT TROTTER
ON BEHALF OF THE KAPITI COAST DISTRICT COUNCIL**

DATE: 13 July 2022

1. INTRODUCTION

- 1.1 My full name is Neil Scott Trotter. I am the Transport Safety Leader at the Kāpiti Coast District Council (District Council). I have held this position since November 2020. I hold a Higher National Certificate in Civil Engineering Studies from Reading College of Technology in the UK. I have a total of 34 years' experience in the field of Civil Engineering, of which I have spent the last 23 years specialising in Transport Planning. I am also a Chartered Member of Engineering New Zealand (CMEngNZ) and a Chartered Professional Engineer (CPEng).
- 1.2 As part of my current role in the Infrastructure Team, I provide transport advice to the Planning team(s) on resource consent applications and the Operative District Plan 2021 (ODP). This includes general advice about interpretation of the District's rules and standards and specific advice on transport effects and on the provision of transportation infrastructure.
- 1.3 I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2014 and have complied with it in preparing this evidence. I confirm that the issues addressed in this evidence are within my area of expertise and I have not omitted material facts known to me that might alter or detract from my evidence.

2. OUTLINE OF EVIDENCE

- 2.1 My evidence is limited to matters relating to the existing and proposed transport environment and providing an assessment of the proposed subdivision against transport matters in the ODP. My evidence is organised under the following headings:
- (a) Current Transport Environment.
 - (b) Proposed Development.
 - (c) Outline of Transport matters to be resolved.
 - (d) Transport Effects on Tiekō Street.
 - (e) Mitigation Works for Tiekō Street – Implementation and Funding.
 - (f) Construction Traffic.
 - (g) Shared Path Linking Roads.
 - (h) Road Design and Landscaping.
 - (i) Submissions.
 - (j) Conclusion.
 - (k) Recommendation.

3. CURRENT TRANSPORT ENVIRONMENT

- 3.1 Tiekō Street has a 50 km/h speed limit and is classified in the ODP as a local access road providing access to residential properties.
- 3.2 The road has a rural look and feel, and this is reflected in the geometry and formation of the road. The road has no drainage, no kerb and channel, street lighting or

footpaths. The carriageway width is generally less than 5.5m for much of its length with a short section of approximately 50m in length measuring around 4m to 4.5m in width.

- 3.3 The road has a 7-day average daily traffic volume of around 235 vehicles. Tiekō Street connects to Otaihanga Road via an un-controlled intersection.
- 3.4 Otaihanga Road near the connection with Tiekō Street, has a 50km/h speed limit and is classified as a local access road providing access to residential land uses and at the northern end of the road, to the Waikanae River. It has a footpath on the eastern side of the road and has street lighting. To the east of the Tiekō Street intersection a shared path in crushed stone is provided along the eastern side of Otaihanga Road, this connects with the crushed stone shared path that runs along the southern side of Otaihanga Road and Ratanui Road.
- 3.5 East of the Tiekō Street intersection, Otaihanga Road has a 7-day average daily traffic volume of 2,250 vehicles.
- 3.6 Otaihanga Road connects to Ratanui Road/Otaihanga Road via a give way-controlled intersection which has formalised turning lanes for both left and right turning traffic to and from the side road.
- 3.7 Otaihanga Road and Ratanui Road are both local community connector roads as defined on the ODP. Otaihanga Road past the proposed development has a posted speed limit of 60km/h. The road provides access to rural, residential, industrial and commercial land uses and connects to old SH1 to the east and continues to Ratanui Road, which in turn connects to Mazengarb Road to the south.
- 3.8 In the vicinity of the proposed development Otaihanga Road follows a curvilinear alignment and has a shared path in crushed stone on the southern side of the road. There is no street lighting on this section of road.
- 3.9 The Otaihanga Road shared path links to other shared paths in the area such as the expressway shared path to the east of the proposed development and to an off-road shared path that runs parallel to the North Island Main Truck railway line and connects to the residential area of Paraparaumu in the south.
- 3.10 The road has a 7-day average daily traffic volume of around 5,000 vehicles.

4. PROPOSED DEVELOPMENT

- 4.1 The Applicant proposes to construct a residential development on the subject site, comprising the following key elements:

- (a) Undertake a 46-lot rural residential subdivision with the lots intended for the future construction of dwellings ranging in size from 490m²-2.78ha.
- (b) Create four lots to vest with Council as road. This involves two areas of land adjoining Otaihanga Road to provide for road widening, one new road that will connect to Otaihanga Road and the extension of Tieko Street.
- (c) Create one lot to vest with Council as local purpose reserve (stormwater).
- (d) Create one lot to vest with Council as recreation reserve.
- (e) Create one lot to vest with Council as a shared path.
- (f) Undertake earthworks that will involve 70,000m³ of cut and 54,000m³ of fill that will alter the ground level by a maximum of 8.5m.
- (g) Modify indigenous vegetation that is within 20m of a waterbody.
- (h) Reduce the applicable front, rear and side yard setbacks for proposed Lots 23-46.
- (i) Extend the lapse period from five years to 10 years.
- (j) Surrender easements.

4.2 Lots 1 – 19 will be accessed via the Tieko Street extension with right of way easements created where necessary. Lots 20 – 46 will be accessed via the new road with right of way easements created where necessary.

5. OUTLINE OF TRANSPORT MATTERS TO BE RESOLVED

5.1 The following section of my evidence provides a brief outline of the outstanding transport issues that are yet to be fully satisfactorily resolved between the Applicant and Council. The matters are listed below and are expanded on in the sections that follow.

- (a) Transport Effects on Tieko Street – relating to the need for mitigation arising from the proposed development.
- (b) Mitigation works for Tieko Street – implementation.
- (c) Construction Traffic – Opportunities to minimise the use of Tieko Street.
- (d) Shared Path Design – Safety and Accessibility.
- (e) Road design and Landscaping – Safety and Efficiency.

6. TRANSPORT EFFECTS ON TIEKO STREET

6.1 As part of the assessment of effects, an Integrated Transport Assessment (ITA) was produced by Harriet Fraser Traffic Engineering & Transportation Planning Limited and submitted in support of the consent for the development.

6.2 The ITA assessed the traffic and transport effects on Tieko Street and Otaihanga Road and concluded that with mitigation the effects on Tieko Street and Otaihanga Road would be acceptable.

- 6.3 The ITA summarised that the mitigation on Tieko Street would comprise minor safety improvements and maintenance activities including, signage, vegetation trimming and possible lighting. The ITA noted that these improvements were being discussed with Council. The ITA concluded that any adverse effects associated with the proposed subdivision will be properly mitigated and there will be wider benefits in terms of connectivity for active modes and improved safety for all users of Tieko Street.
- 6.4 Under the section 92 request for further information reply (Chris Hansen's Letter dated 15/09/21) Harriet Fraser updated the traffic data with more recent counts and made conclusions regarding the interaction of cyclists along the Otaihanga frontage. These amended numbers and her conclusions regarding traffic effects under Item 5 of the 15/09/21 letter are accepted.
- 6.5 I agree with the ITA findings regarding the safety improvements to Tieko Street as being critical to mitigate the effects of the proposed subdivision. I outline my reasons for this in the following sections.
- 6.6 Tieko Street is a residential road and as such needs to cater for all users across all modes of travel. Currently the road is narrow in parts, has no dedicated separate pedestrian facilities or street lighting. The road width varies between 5.6m and 4m which raises concerns for the two-way passage of vehicles.
- 6.7 By referring to NZS 4404:2010³⁰ as a guide for suitable road formation, the acceptable minimum standard applicable for a road serving a suburban development of up to 200 houses has a movement lane of 5.5m-5.7m (excluding shoulders – usually a minimum of 1m). The standard also recommends that a 1.5m wide footpath is provided on both sides of the road, if the road is more than 100m long or serves more than 20 dwellings. Tieko Street is around 295m long and will serve over 20 dwellings.
- 6.8 Given the current less than ideal situation in Tieko Street it is my opinion that the potential increase in traffic, which is a maximum of 100 vehicle movements per day per lot, along this road is not acceptable. This is due to the possible adverse safety effects that could arise from the increased traffic and pedestrian/cyclist movements along this road without mitigation being carried out. The combination of a narrow road with no separated pedestrian facilities or street lighting could lead to conditions of conflict between all road users with significant safety issues for vulnerable road users.

7. MITIGATION WORKS FOR TIEKO STREET – IMPLEMENTATION

- 7.1 The Tieko Street mitigation package concept design is shown on Cuttriss Consultants Limited drawings 22208 SCH1 Sheets 18 to 21 Revision P. This provides a footpath on the western side of Tieko Street, traffic flow controls on the narrowest section of road to create one-way working with priority signage and markings, street lighting and

³⁰ NZS 4404:2010 Land Development and Subdivision Infrastructure

improvements to the intersection of Tieko Street and Otaihanga Road. This mitigation design package has been agreed to in principle by Council.

- 7.2 The mitigation measures proposed should form a condition of consent, if consent is granted to ensure the ongoing safe and efficient use of Tieko Street by future and current road users. I do not consider that the vehicle movements associated with an additional 19 allotments utilising Tieko Street can be safely accommodated without the mitigation shown on the Cuttriss Consultants Limited plans being constructed.

8. CONSTRUCTION TRAFFIC

- 8.1 I note that the Applicant is offering an outline Construction Traffic Management Plan (CTMP) which seeks to minimise the effects on Tieko Street in particular. I welcome this outline plan and would envisage that this could be developed further as part of the detailed plan to be submitted via a condition of consent for certification prior to the commencement of works and that would address the effects of construction traffic.

- 8.2 The matters to be addressed in the CTMP as per the condition as set out below:
- (a) Methods to minimise the use of Tieko Street by construction traffic; inclusion of forecasts of vehicle types and daily volumes (typical & peak) using each site access point during the various stages of construction.
 - (b) Ensuring additional damage by construction traffic to the road pavement on Tieko Street is avoided; a baseline pavement condition inspection will be undertaken prior to construction and the CTMP would provide a mechanism for the repair of the road pavement back to baseline standard.
 - (c) Ensuring the safe interaction between all road users (including pedestrians) on Tieko Street and construction traffic, with particular consideration of pedestrians and cyclists.
 - (d) Ensuring the safe crossing of the site accesses on Otaihanga Road with particular regard to the existing frontage shared path.
 - (e) Ensuring the safe turning of construction traffic to and from Otaihanga Road and any site access points; consideration should be included of the early formation of the proposed new Otaihanga Road intersection.
 - (f) Construction traffic movements on Tieko Street during daylight hours only given the lack of lighting.
 - (g) Avoid construction traffic activity on weekends and public holidays when recreational use of the existing Otaihanga Road shared path can be expected to be busier.
 - (h) Methods to minimise debris being carried onto local roads.
 - (i) All construction traffic to park within the site.
 - (j) Description of how construction traffic activity will be communicated to local residents along with an incident reporting process.

9. SHARED PATH LINKING ROADS

- 9.1 The Applicant is proposing to provide a shared path (cycle and pedestrian use) linking the two subdivision roads and Otaihangā Road as shown on drawing 22208 SCH1 Sheets 13 to 17 Revision P. From a Council perspective this is a positive feature of the proposed subdivision and in principle, is in line with Council policies and NZS 4404:2010 to ensure connectivity to achieve shorter travel distances, increased alternative routes, increased opportunity for interaction and improved access to cycling and walking networks and access to destinations and facilities.
- 9.2 The design requirements for these types of connections are provided in Council's Subdivision and Development Principles and Requirements 2012³¹ (SDPR) NZS 4404:2010 and other publications such as Austroads Guide to Road Design Part 6A Paths for Walking and Cycling³² (Austroads 6A).
- 9.3 The Applicant has provided a design for the proposed shared path which I have reviewed. I have design and safety concerns when examining the proposals against the design guidance in Austroads 6A and other relevant guidance. These are outlined in the following sections of my evidence.
- 9.4 Horizontal Alignment: Austroads 6A recommends that cycle paths should be designed for a speed of at least 30km/h wherever possible and desirable given the purpose of the path, and in other cases for the anticipated operating speeds.
- 9.5 The Applicant has not specified if they have designed the shared path to a particular speed.
- 9.6 Austroads 6A recommends that for a design speed of 30km/h on a flat path the minimum radii of curves should be 25m. For a path with superelevation the curves can be tighter, I note that the Applicant's design has a crossfall of 2% and therefore if this crossfall is consistently applied to the length of the path then the minimum radii required is 24m. However, superelevation is provided by applying a crossfall from the outside to the inside of a curve and therefore the crossfall on the path would need to change to coincide with the curve direction and drainage of the path will also need to change sides accordingly being piped beneath the path. This detail has not been provided so I cannot assume that this has been included in the design.
- 9.7 Curve radii can be reduced by increasing the superelevation gradient, however Austroads 6A recommends a maximum of 2.5% is considered suitable where the path is shared with pedestrians.

³¹

https://www.kapiticoast.govt.nz/media/oofd/isis/subdivision_and_development_principles_and_requirements__2012.pdf

³² [Guide to Road Design Part 6A: Paths for Walking and Cycling](#)

- 9.8 Referring to drawings 22208 SCH1 sheets 16 and 17 Rev P, the proposed shared path design only provides one curve (30m radius) which complies with Austroads 6A, this is at the southern end of the path on the 90-degree curve. The other curves on the path are provided at 10m and 20m radii. The other section of shared path southwest of the Lot 20 access out to Otaihangā Road is generally straight except for the southwestern end where there is a curved section. The radius of this curve is not detailed and therefore cannot confirm if it is compliant or not.
- 9.9 The use of tight curves restricts sightlines and causes issues on the bends where cyclists will cut across to the opposite side of the path increasing the likelihood of path user conflict.
- 9.10 I note that Austroads 6A acknowledges that a generous alignment of straights and large radius curves is desirable and will provide good sightlines, but that in constrained topography that this may not be possible.
- 9.11 The sharp curve at the southern end of the shared path near Lot 20, is at the bottom of a steep grade, Austroads 6A specifically recommends against this but advises:
- “If a curve must be provided at the bottom of a steep grade then consideration should be given to providing additional path width, and a clear escape route or recovery area adjacent to the outside of the curve.”
- 9.12 In the case of the design proposed near Lot 20, the Applicant has widened the path on the inside of the curve, this in my opinion should be on the outside of the curve for the benefit of the downhill riders. There is also no provision for a clear escape route on the outside of the curve, instead the corner is bounded by a post and rail fence right up to the path edge. This presents a significant hazard to cyclists and should be rectified by amending the design.
- 9.13 Longitudinal Gradients – As a general principle, longitudinal gradients on paths for cycling should be as flat as possible. The potential hazard for cyclists due to high speeds on steep downgrades is as important as the difficulty of riding up the grade when determining maximum gradients on two-way paths.
- 9.14 The middle section the shared path as proposed on 22208 SCH1 sheet 16 Rev P, is designed at a 5% (1:20) gradient, with shallower grades at either end of the path (north = 1:43 (2.3%), south = 1:24 (4.2%)). Austroads 6A recommends that, where 3% cannot be achieved consideration should be given to limiting gradients to a maximum of about 5% and providing short flatter sections (say 20m long) at regular intervals to give cyclists travelling both uphill and downhill some relief from the gradient.
- 9.15 The provision of flatter areas will also help wheelchair users and the less physically able pedestrians and cyclists to enjoy inclusive use of the facility.

- 9.16 Austroads 6A recommends that the maximum desirable length of an uphill 5% gradient should be around 80m where the path will have fewer fit cyclists using it (e.g., not commuter or sporting cyclists). The length of the path at the 5% gradient, in the Applicant's design is around 84m.
- 9.17 Austroads 6A also indicates that where there are potentially inexperienced or young cyclists as a guide, a gradient greater than 10% over 50m with horizontal curves or a gradient of 12% over 50m on a straight path should be avoided. Steep grades must not be combined with sharp horizontal curvature (i.e., curves < 20 m radius).
- 9.18 I would not envisage particularly young cyclists using the shared path; however, it is likely that College aged children would cycle to school with the shared path network along Ratanui Road leading to Paraparaumu College which is located just over 2km to the north of the subdivision. The maximum grades may cause safety issues if there are inexperienced cyclists using the proposed shared path.
- 9.19 Another concern is the presence of a vehicular access point and turning head for the ROW on the tangent point of the curve on the southern section of path. Austroads 6A advises that circumstances that may result in conflict for cyclists should not be provided at the bottom of steep grades, except where there is no alternative. If an intersection must be provided, then it is important that adequate sight distances are provided on all approaches.
- 9.20 Details of gradients for the remainder of the shared path to the south-west of the Lot 20 access has not been provided and therefore I cannot comment on the suitability of the gradients. However, I assume that the gradients should be relatively flat but would like this confirmed by the Applicant.
- 9.21 Surfacing - The Applicant is proposing a gravel chip finish to the shared path. This type of surfacing in this instance is in my opinion inappropriate.
- 9.22 Austroads 6A recommends has the following guidance on surface treatment and unsealed paths:

5.9 Surface Treatments

Surface treatments should be stable, firm, even, relatively smooth but slip resistant. The choice of surface treatment depends on:

- the grade of the surface and the coefficient of friction required
- whether the surface is also to provide guidance regarding use of the path or priority (i.e. maintaining contrast with the intersecting road surface)
- the physical environment, climate and demands placed on the surface.

It is important for many people that surfaces be flat. This is particularly so for people in wheelchairs, on crutches or who are unsteady on their feet as small ridges and protrusions as small as 6 mm can cause these people to stumble and fall.

C.3.4 Unsealed Paths

Consideration may be given to the provision of a stabilised unsealed surface as the first stage of development where:

- it is necessary to reduce construction costs
- the path is unlikely to flood to the extent that excessive damage to an unsealed path or excessive maintenance costs will result
- the volume of cyclists initially using the path is expected to be low
- flat gradients exist (e.g. less than 3%)
- costs need to be reduced
- the environmental amenity of an area will be reduced by a sealed path.

The second stage would be the provision of an asphalt, or bituminous surface, or possibly a concrete surface.

Care should be taken in the selection of the (unsealed) surface material to ensure that the riding surface is smooth and well bound, as cyclists will not be attracted to a path that has a poor surface. Well graded river gravels are most suitable. Materials that result in loose surfacing should not be used under any circumstances. Good drainage is also an important factor in the success of gravel paths.

- 9.23 The key elements to this guidance relate to the gradient of the path, the use by disabled pedestrians and the environmental amenity of an area being reduced. In my opinion all the factors listed above need to be met before the use of an unsealed surface is acceptable, in the proposed design the gradients exceed 3% on the shared path and therefore it is not suitable for a compacted gravel surface. Further commentary in relation to the above guidance also states the following:

Commentary 3

C3.1 Concrete and Asphalt

Hard surfaces, such as concrete and asphalt, are generally the most functionally appropriate. They are preferred where the pedestrian path is on a gradient, especially where it can become wet. Concrete and other light coloured surfaces are preferred in hot climates as they radiate less heat. However, a disadvantage of concrete surfaces can be increased glare for pedestrians who may congregate adjacent to the path (e.g. cafes, general seating, and bus stops).

In order to provide a safer facility for cyclists and pedestrians, expansion/contraction joints should be no wider than 13 mm and the concrete surfaces should be finished to provide a non-slip surface (e.g. wooden floated or sponged finish may be satisfactory). Brushed or broomed finishes can have a disadvantage in that they cause increased abrasions for cyclists in the event of a fall, but may be necessary to enhance traction on steep grades. In some jurisdictions, there is a preference for saw-cut expansion joints.

C3.2 Pavers and Bricks

Glazed surfaces can become very slippery when wet and so pavers and bricks used on pedestrian paths in external areas should not be glazed. Joints should be as flush as possible and should not be wider than 13 mm. Unless they are laid on a firm base, small paving units tend to move independently and form an uneven surface. The provision of a firm, well-compacted base, or preferably a concrete base is essential where this type of paving is to be used for pedestrian paths.

Bluestone pavers are sometimes used as pavers in threshold local area traffic management treatments. They often fail the flatness test noted above and are difficult to negotiate for people in wheelchairs and some others. Bluestone pavers should therefore not be used on pedestrian routes or pedestrian paths. People with sight impairments frequently use differences in pavement colour as a means of guidance. They can find the variation of colour that occurs in surfaces composed of pavers confusing.

C3.3 Loose Surface Materials

Avoid the use of exposed aggregate, gravel, soil, sand, grass and tanbark surfacing on pedestrian routes, other than recreational routes. Even though they can be less expensive, and more aesthetic, some people find them difficult to walk on and they can impose severe difficulties for people in wheelchairs.

Where unsealed surfaces are used adequate crossfall should be provided to ensure that good drainage occurs. Unsealed surfaces may require an increase in crossfall (up to 5%) to prevent puddles of water from developing, though AS 1428.1:2009 specifies that a path crossfall should not exceed 2.5% to cater for people who have a disability.

- 9.24 In the above commentary, under the concrete and asphalt section, it states that they are preferred where the pedestrian path is on a gradient, especially where it can become wet. In the section under Loose Surface Materials the guidance is to avoid the use of gravel on pedestrian routes other than recreational routes. It continues to state the difficulties for pedestrians to walk on loose material or use a wheelchair. It also states that unsealed surfaces require a greater cross fall to drain (up to 5%). The crossfall of 2% does not meet this requirement but is necessary (up to 2.5% max) for use by disabled pedestrians.
- 9.25 Given the significant proportion of elderly residents in the Kapiti District (26% of the population are over 65 years of age³³) it would be appropriate that the shared path caters for less able-bodied pedestrians. Also, in my opinion the path will not be purely a leisure route and is likely to be used by those commuting to work or for education

³³ [People+Places \(peopleandplaces.nz\)](http://peopleandplaces.nz)

purposes by residents of the proposed development or existing Tieko Street residents.

- 9.26 In my opinion the surface of the entire length of the shared path should be provided in a bound material, either in asphalt or concrete or a chipseal type surface which could be coloured to make it more aesthetically pleasing and suited to the rural environment.
- 9.27 Lighting - The Applicant is not proposing any lighting on the shared path. Austroads 6A guidance on lighting paths states that:

5.11 Lighting

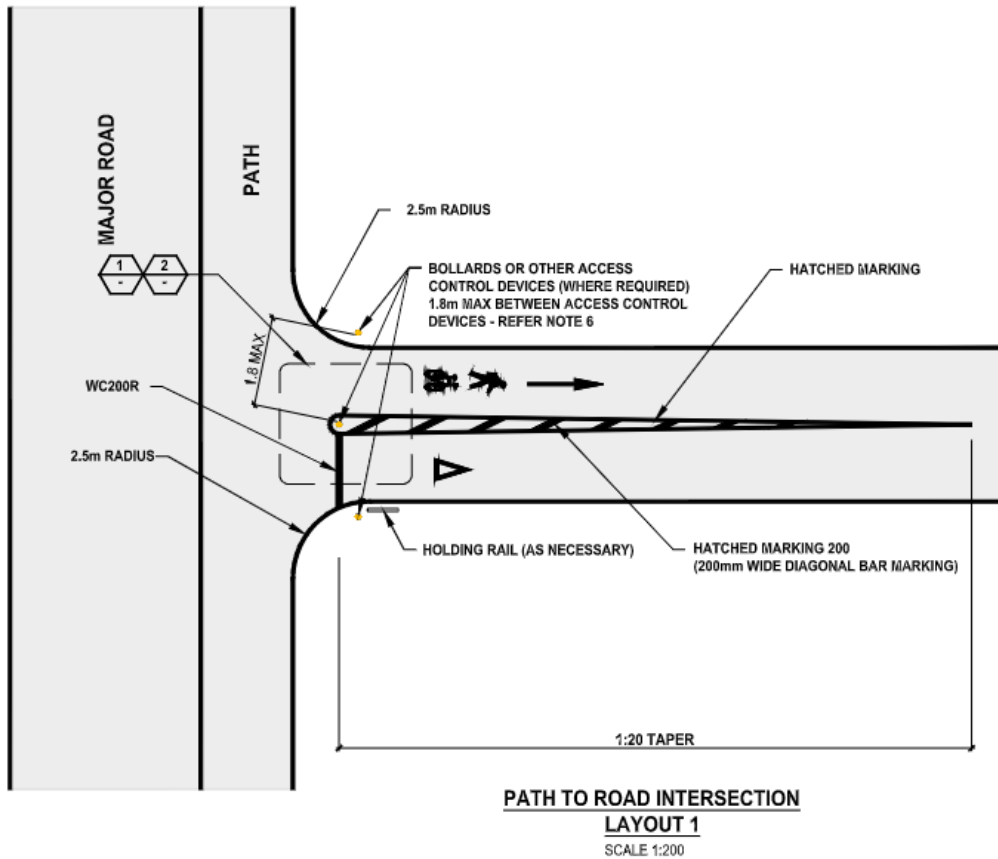
The objectives of providing lighting of paths are to:

- enable cyclists and pedestrians to perceive hazards such as unusual or uneven surfaces or obstacles such as steps or street furniture, and to enable them to orientate themselves and find their way about
- enhance personal security by enabling potential threats from other people to be recognised in time to take appropriate action.

These objectives are particularly important for elderly people and people with impaired vision who may be more vulnerable to trip hazards or feel insecure or uncomfortable in poorly lit environments.

- 9.28 In my opinion the shared path should be lit for safety reasons and in particular as the use of the path is shared by pedestrians and cyclists. Also, the elderly demographic on the Kapiti Coast should be catered for in accordance with Austroads 6A. Lighting should be provided at conflict points or areas where the features of the shared path require careful negotiation and awareness of alignments and hazards. These areas would be on sharp bends, interfaces with other roads or paths and at driveways or other vehicular activity areas.
- 9.29 Fencing – Austroads 6A states that fencing at the side of a cycle path is recommended to be located 1m from the edge of the path with a minimum of 0.5m (unless it has smooth features which reduces this to 0.3m). In the case of a post and rail fence as proposed, this does not have smooth features and therefore a clearance of 0.5m is required. As the shared path, as drawn on the proposed plans, is not located in a position equidistant between boundaries there are some locations where it is not clear if the required offset clearances can be achieved, and in particular this looks to be the case at the southern end of the shared path near Lot 20.
- 9.30 The Applicant should amend the design to comply with the minimum requirement of a 0.5m offset for straight sections of the path and should consider greater distances of 1m or more on the tight curves where cyclists may lose control and potentially collide with the fence.
- 9.31 Access Control Devices – The Applicant is proposing bollards on either end of the shared path, presumably to control access by motorised vehicles. The design of these devices will need careful consideration as bollards can present a serious safety risk to cyclists. Details of appropriate treatments can be found in Austroads 6A or on

the Waka Kotahi Cycle Network Design Guidance website and the Access Control Devices document³⁴, an extract of the appropriate design detail, from the Access Control Devices document, is shown as follows:



9.32 The Applicant should provide this level of detail as part of an appropriately worded condition of consent. Note that the treatment requires road markings which are not appropriate for loose material such as the gravel surface as proposed.

10. ROAD DESIGN AND LANDSCAPING

10.1 The Applicant is proposing a landscape design for the proposed road accessed directly off Otaihanga Road which includes mass planting of trees alongside raised road narrowing features.

10.2 In principle I do not have a road safety objection to localised road narrowings and raised platforms; however, the positioning of these features needs careful

³⁴ [ACCESS CONTROL DEVICES ON PATHS Design Guidance Note WAKA KOTAHI NZ TRANSPORT AGENCY UPDATED 16 AUGUST 2021 VERSION 1.1](#)

consideration. In my opinion there is little need for the three features proposed as the curvilinear alignment of the road should be sufficient to constrain speeds to a reasonable level, I estimate speeds would be around 30-40km/h. Also, the positioning of the first traffic calming feature located north of the Otaihanga Road intersection appears to be too close to the intersection and this may lead to traffic backing up onto Otaihanga Road. I would recommend that this first feature is moved further into the road, around 20m from the tangent point of the kerb radii of the intersection. This will minimise the possibility of blocking back into Otaihanga Road in my opinion and give drivers entering the road time to notice the feature and be able to slow and stop safely if necessary.

- 10.3 The Applicant has not provided any engineering assessment of the narrowing's and tree planting at the time of writing this evidence.
- 10.4 Matters that I would expect to see assessed at resource consent stage are as follows:
- (a) Assessment of the effect of the road narrowing's on the safe and efficient use of the road considering all road users.
 - (b) Assessment of the effect of the trees on sightlines, this should cover multiple areas such a forward sightlines along the road, sightlines for pedestrians crossing the road near the narrowing's, sightlines for driveways to individual properties.
 - (c) Assessment of the type of tree provided in terms of the frangibility of the tree, potential for leaf drop and size of the fully grown tree.
 - (d) Assessment of the positioning of the tree relative to the carriageway edge in terms of reducing the risk of collision by an errant motor vehicle or cyclist.
 - (e) Details of the signage and road markings to be proposed at the narrowing's, i.e., priority signs and markings, markings for the ramps.
 - (f) Details of the effects on drainage, positioning of sumps etc.

11. SUBMISSIONS

- 11.1 I have studied the various submissions that have been received in response to this application and I offer the following comments on specific transportation issues that have been raised.
- 11.2 Arising from the Application, and the ITA and the transportation s92 response (Brent and Leanne Morris Submission):
- (a) Due to having the proposed extra 49 dwellings, there will be a substantial increase traffic on the road. We are a family of four adults who all have a car each. Therefore, there is potential of an extra 196 cars along Otaihanga Road and Tieko Street. The extra traffic is going to also affect the rural character of the area. Already with the current road usage, multiple tui are killed by vehicles driving past each year, especially during the mating and hatchling season. Just imagine, due to this potential vehicle traffic increase, on the damage it could do to the tui population of the area.

My reply: Traffic volumes are agreed with by Council, and these are as set out in Harriet Frasers Transport Assessment submitted in support of the consent application.

11.3 Arising from the Application, and in particular the ITA and the transportation s92 response (Brian and Stephanie Middleton):

- (a) It is also a serious concern that the existing Tiekko Street access is barely adequate for the existing residents and will not handle the heavy construction traffic and eventual needs of the proposed lots that would use Tiekko Street as it's access.

My reply: The Applicant is proposing a construction traffic management plan which should limit and manage the heavy vehicle traffic on the road during construction. The Applicant is also proposing mitigation measures on Tiekko Street to address traffic flow and safety issues related to increased movement arising from the development. These improvements are to be required by conditions of consent and the measures being proposed are acceptable in principle to Council.

11.4 Arising from the Application, and in particular the ITA and the transportation s92 response (Gareth Turner):

- (a) I note that there has been comment re the conditions of Tiekko Street i.e. road width, no channel or kerbing, no street lighting. I would support the development on the condition that the road was upgraded to make it suitable for increased traffic. Currently it is not suitable for cross flow traffic and rainwater is required to drain naturally. I feel there would be a safety risk should there be increased traffic without significant upgrading to the road.

My reply: The Applicant is proposing mitigation measures on Tiekko Street to address traffic flow and safety issues related to increased movement arising from the development. These improvements are to be required by conditions of consent and the measures being proposed are acceptable in principle to Council.

11.5 Arising from the Application, and in particular the ITA and the transportation s92 response (Gerard Earl and Elizabeth Earl):

- (a) Traffic Movements

The report by CHC and Harriet Fraser does not appear to assess the current VPD rates and as such it is not possible to assess the increase in vehicles per day which may result on Tiekko Street as a result of the proposed subdivision. We view that further information is required to appropriately assess the vehicular impacts to Tiekko Street against the current vehicle impressions.

It is noted that KCDC's planner has confirmed that the trigger applies for each new section created by subdivisions as a permitted activity. This interpretation would then allow for 2,200 new vehicle movements per day to Tiekö Street.

While the expected 392-490 vpd may be less than the permitted standard, we do not view the permitted standard as being fit for purpose and is erroneous given to increase vehicular movements to such a degree as permitted under the District Plan would result in severe adverse impacts in such an area.

Should this be the correct interpretation, we do view that KCDC need to promptly assess this matter with respect to frameworks on carbon neutrality and the need to disincentivize private vehicle use and encourage increased use of alternative modes of transport, in particular walking and cycling, noting the allowance for such a high vehicle rate is counter to these principles.

My reply: In my opinion the assessment of increased traffic effects has been appropriately carried out and the assessment is agreed with by Council as set out in Harriet Frasers Transport Assessment submitted in support of the consent application.

Intersection/Access Safety and Shared Use Path

We have reviewed the proposed Tiekö Street upgrade Overview (22208 SK3) alongside the recommendations of Harriet Fraser and support the approach taken in the application. We view that the level of pedestrian and cycling traffic from a total of up to circa 50 lots including existing residents of Tiekö Street. We view the proposal elegantly balances the rural-residential nature of Tiekö Street with the requirement to improve safety.

My reply: Noted, but I disagree that the shared path meets safety requirements for the reasons set out in Section 9 of my evidence.

(b) Construction Traffic

At section 5.2.4 it is noted that up to 8 truck movements per hour can be expected for a period of up to six months. We do not view that 8 truck movements per hour on Tiekö Street can be safely accommodated even with the upgrades noted in Cuttriss' document Tiekö Street Upgrade Overview (22208 SK3).

The primary mode of transport for our family in respect of school run is walking or cycling between the hours of 8am-9am and 2pm-4pm, noting varying school ages. We also note the residential zoning of Tiekö Street and the challenges of this approach. The close proximity of a number of houses to Tiekö Street given the residential zoning and therefore shorter setbacks.

We would support a traffic management plan which either eliminated daily heavy construction traffic from Tieko Street, noting loading in of earthworks machinery may be required from time-to-time, and alternatively used approaches from the sparsely populated Otaihanga Road where heavy construction traffic is the norm with Transfer Station and BPC Yard being nearby.

My reply: The Applicant is proposing a construction traffic management plan which should limit and manage the heavy vehicle traffic on the road during construction. The initial wording of the condition proposed by the Applicant is acceptable to Council.

(c) Lot 104

We note that Lot 104 is to vest in KCDC as a walkway and act as a ROW to Lots 20, 21 and 22.

We do support the approach by the applicants as a narrower metalled path, in semi-rural character of the surrounding area keeping with the and in line with CPTED standards.

We do not support that Lot 104 need to be in line with Sheet 8 and 9 of the Scheme Plans 22208 SCH1. As we have experienced the illegal use of partially lit walkways with sufficient width in Kapiti by motorized vehicles walkways including mopeds, motorbikes and cars where there are inadequate measures to prevent this (barriers, posts, signage, etc.) and encountered many near misses both personally and with our children.

In any event, we view that design of this walkway must carefully consider the need to prevent private motorized vehicle access.

My reply: My opinion is outlined in Section 9 of my evidence in regard to the deficiencies in the design of the shared path which need to be rectified by further design modifications. I envisage that a condition of consent will require that the detailed design of the shared path be submitted for approval, and this will allow Council to agree the detailed design.

11.6 Arising from the Application, and in particular the ITA and the transportation s92 response (Travis Palmer):

(a) We oppose the application in parts 5.2 - TRAFFIC EFFECTS.

5.2.1 Traffic generation – By my calculation there's a significantly higher level of traffic than stated in the application due to the increased number of lots, proposed dwellings and subdivisions- which have not been accounted for. The Traffic Assessment report traffic number on Tieko St are taken from Feb 2019. More dwellings and consents have been added since then. Tieko

St does not comply with NZS4404:2010. The KCDC in RFI dated 26 July 2021 is requiring the applicant to have the road comply with CPTED NZS4404:2010, but Tiekō St doesn't even comply with those standards. Both Tiekō St and the ROW should be compliant to the above standards. Many new homes have been added, and just recently we saw an application for another 8 Lots on LOT1 DP534361. An additional 22 Lots will increase the usage further to the street that is already too narrow, has no kerb and channel, no shared pathway, inadequate lighting, inadequate turning circle for large trucks such as refuse collection. We already have an issue with the waste collection trucks crossing into our drive and making U Turns. This is damaging our drive. We have raised this issue with council Glen O Connor - KCDC Access & Transport Manager - submission 2 Nov 2020. Glen came to view the issue, and promised to take it up KCDC - we have not had an outcome. Glen O Connor said they will send a repair team to fix the edge of the road, and potholes- we have not had an outcome.

My reply: The Applicant is proposing a construction traffic management plan which should limit and manage the heavy vehicle traffic on the road during construction. The Applicant is also proposing mitigation measures on Tiekō Street to address traffic flow and safety issues related to increased movement arising from the development. These are to be required by conditions of consent and the measures being proposed are acceptable in principle to Council. Operational matters of road repair and routine maintenance sit outside the consenting process.

- (b) 5.2.1 Intersection Access safety: The intersection at Tiekō St/Otaihanga has a poor line-of-sight to the right, when driving from Tiekō St, onto Otaihanga. This has been identified in Traffic assessment report that it doesn't meet the Austroads Best practice guidelines. There is nowhere for cyclist, pedestrians or horses to go, when they use Tiekō St.- This was also raised in our submission to KCDC – 2 Nov 2020

My reply: The Applicant is proposing mitigation measures on Tiekō Street to address traffic flow and safety issues related to increased movement arising from the development. These improvements are to be required by conditions of consent and the measures being proposed are acceptable in principle to Council. It has been noted that the vegetation trimming may not be possible given the need to achieve third party approval for this work, however there may be other methods to improve sightlines which can be explored as part of the detail design condition of consent for the mitigation works for Tiekō Street.

- (c) 5.2.3 -shared use path: Tiekō St does not comply with Austroads Guidelines, nor NZS4404:2010. How can KCDC require the new subdivision ROW comply, when the council's own road- Tiekō St FAIL.

My reply: New roads and infrastructure are required to comply with the SDPR and other current design standards. Retrospective improvements to existing roading infrastructure follow a separate process and are identified,

prioritised, and funded through Council and Waka Kotahi using the Council's Long Term Plan and Waka Kotahi's National Land Transport Programme processes.

- (d) 5.2.4- Construction Traffic: We believe that the increase in heavy construction vehicles will cause damage to our driveway, where it joins Tiekō St. This is already happening from trailers and Rubbish Collection trucks. In addition, due to the narrow width of Tiekō, we believe that there will be "wheel-washing" damage caused when a heavy truck and another vehicle try to pass each other. This issue was raised with KCDC in our submission dated 02 Nov 2020.

My reply: The Applicant is proposing a construction traffic management plan which should limit and manage the heavy vehicle traffic on the road during construction. The initial wording of the condition proposed by the Applicant is acceptable to Council.

11.7 Arising from the Application, and in particular the ITA and the transportation s92 response (James Tilsley):

- (a) Agrees with the Travis Palmer submission.

My reply: Refer to my replies in Section 11.6.

11.8 Arising from the Application, and in particular the ITA and the transportation s92 response (Matthew and Marie Andrews):

- (a) We oppose this submission based on the detrimental impact it will have in eroding the rural character of this neighbourhood. We love Tiekō St because it currently has low traffic flows that allow pedestrians, horses, bikes to share it safely, even though it is narrow with no curbing or footpaths.
- (b) This proposed development would nearly double the current number of dwellings using Tiekō St and that will have a huge impact on traffic flow and the character of this street.
- (c) Also the ongoing nature of not just the subdivision work but the construction of all of those dwellings will result in several years of a substantial increase in truck traffic on our quiet little rural road.

My reply: The Applicant is proposing a construction traffic management plan which should limit and manage the heavy vehicle traffic on the road during construction. The Applicant is also proposing mitigation measures on Tiekō Street to address traffic flow and safety issues related to increased

movement arising from the development. These improvements are to be required by conditions of consent and the measures being proposed are acceptable in principle to Council.

11.9 Arising from the Application, and in particular the ITA and the transportation s92 response (Paula Keene and John Rice):

- (a) Access - We request that access to our property is available at all times during the construction of the subdivision and roading to it.

My reply: The Applicant is proposing a construction traffic management plan which should limit and manage the heavy vehicle traffic on the road during construction. As part of the plan, it is my expectation that there will be regular communication (initiated by the developer) with residents of Tiekoo Street as to the construction programme so that access can be maintained to properties and a process to agree (with residents) limited access restrictions if necessary. The condition proposed by the Applicant confirms that this will be addressed in the CTMP, under point J) of the condition - Description of how construction traffic activity will be communicated to local residents along with an incident reporting process.

11.10 Arising from the Application, and in particular the ITA and the transportation s92 response (Trevor and Sally Sutton):

- (a) We would not support this activity if it were planned to use Tiekoo Street as an access for site vehicles during the construction period. To minimise disruption to existing residents during a potential long duration construction period, we would require construction and support vehicles to access the site using the alternative entrance to the activity on Otaihanga Road.

My reply: The Applicant is proposing a construction traffic management plan which should limit and manage the heavy vehicle traffic on the road during construction.

- (b) The planned footpath along Tiekoo Street should be on the eastern side of the road, which is the same side as the planned development, and crosses less residential driveways along the length of that side of the road.

My reply: There is not enough space on the eastern side of the road to provide a footpath and a large pond which limits what infrastructure can be placed close by.

11.11 Arising from the Application, and in particular the ITA and the transportation s92 response (Kyle Tonks and Rhiannon Neumayr):

- (a) We are the owners of 122 Ratanui Road and at this stage are thoroughly opposing the development of this land into the 27 residential houses and 22 lifestyle lots. The major issues we have with this is the increased traffic and noise. Ratanui Road and Otaihanga Road is already too busy and dangerous as it is. We have major issues trying to leave and enter our driveway at the moment and adding more residents of this scale will make it near impossible. This area will not be able to handle the added infrastructure and will totally degrade from what is a peaceful quiet rural residential area. I am not against developing the land into around 10 x 1 hectare lots as this will be a good use of what is currently underutilised farm land.

My Reply: Harriet Fraser has carried out an ITA which concludes that there will acceptable limited traffic capacity and road safety effects in terms of the effects on Otaihanga Road as a result of extra traffic movements generated by the development I agree with these conclusions and add that in my opinion the effects on the wider network such as Ratanui Roads will be less than minor.

11.12 Arising from the Application, and in particular the ITA and the transportation s92 response (NZ Custodial Trustees (103) Ltd and Pendennis Custodial Trustee Ltd):

- (a) The proposal includes an upgrade to Tiekō Street and the Otaihanga Road intersection. The final width of the street will be between 4m and 5.5m. The street will not be able to consistently accommodate two-way traffic and there is no provision for formed on street parking. The Submitter is concerned vehicles travelling in opposite directions that meet on the street will be unable to pass safely. The existing impact of a single lane street is evidenced by vehicle tyre marks on either side of the street as cars attempt to manoeuvre around each other. Traffic will be further intensified by the subdivision, resulting in an additional 19 dwellings on Tiekō Street and this is of a concern.

My reply: The Applicant is proposing mitigation measures on Tiekō Street to address traffic flow and safety issues related to increased movement arising from the development. The narrowing on Tiekō Street will remain and this will mean that a short section of Tiekō Street is single lane. However, the signs and road markings proposed at the narrowing will manage and direct motorists to give way to oncoming traffic in one direction and to have priority in the other, this will limit the incidence of traffic trying to pass on the single lane road section. These mitigation measures are to be required by conditions of consent and the measures being proposed are acceptable in principle to Council.

12. CONCLUSION

12.1 I consider that the overall transportation effects of this development can be accommodated within the surrounding transport network and should result in effects

that are less than minor if the matters outlined in my evidence are satisfactorily resolved.

12.2 The outstanding matters in my opinion are summarised as follows:

- (a) The shared path design shall be amended by the Applicant to comply with the guidelines contained in Austroads 6A.
- (b) The design details and effects on road safety and efficiency shall be provided for consideration by the Applicant for the landscaping and road narrowing features being proposed by the Applicant for the proposed road accessed directly from Otaihanga Road.

13. RECOMMENDATION

I concur with the recommendation contained within the officer's section 42A report that the proposed development should be approved if the matters outlined in my evidence can be addressed by conditions that require details to be provided that address the transportation issues.

APPENDIX D

Objectives and Policies of the National Policy Statement on Urban Development

Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

Objective 2: Planning decisions improve housing affordability by supporting competitive land and development markets.

Objective 4: New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.

Objective 5: Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

Objective 6: Local authority decisions on urban development that affect urban environments are:

- a) integrated with infrastructure planning and funding decisions; and
- b) strategic over the medium term and long term; and
- c) responsive, particularly in relation to proposals that would supply significant development capacity.

Objective 7: Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.

Objective 8: New Zealand's urban environments:

- a) support reductions in greenhouse gas emissions; and
- b) are resilient to the current and future effects of climate change.

Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

- a) have or enable a variety of homes that:
 - i. meet the needs, in terms of type, price, and location, of different households; and
 - ii. enable Māori to express their cultural traditions and norms; and
- b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
- d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- e) support reductions in greenhouse gas emissions; and
- f) are resilient to the likely current and future effects of climate change.

Policy 3: In relation to tier 1 urban environments, regional policy statements and district plans enable:

- a) in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and
- b) in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and
- c) building heights of least 6 storeys within at least a walkable catchment of the following:
 - i. existing and planned rapid transit stops
 - ii. the edge of city centre zones
 - iii. the edge of metropolitan centre zones; and

- d) in all other locations in the tier 1 urban environment, building heights and density of urban form commensurate with the greater of:
 - i. the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or
 - ii. relative demand for housing and business use in that location.

Policy 6: When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:

- a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement
- b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:
 - i. may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and
 - ii. are not, of themselves, an adverse effect
- c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)
- d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity
- e) the likely current and future effects of climate change.

Policy 8: Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is:

- a) unanticipated by RMA planning documents; or
- b) out-of-sequence with planned land release.

Policy 9: Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must:

- a) involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and
- b) when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and iwi for urban development; and
- c) provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and
- d) operate in a way that is consistent with iwi participation legislation.

Policy 11: In relation to car parking:

- a) the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and
- b) tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans.

APPENDIX E

Objectives and Policies of the Proposed District Plan Appeals Version 2018

Objectives:

Objective 2.1 – Tāngata Whenua To working in partnership with the tāngata whenua of the District in order to maintain Kaitiakitanga of the District's resources and ensure decisions affecting the natural environment in the District are made in accordance with the principles of Te Tiriti o Waitangi.

Objective 2.2 – Ecology and Biodiversity To improve indigenous biological diversity and ecological resilience through:

- a. protecting areas of significant indigenous vegetation and significant habitats of indigenous fauna;
- b. encouraging restoration of the ecological integrity of indigenous ecosystems;
- c. enhancing the health of terrestrial and aquatic ecosystems; and
- d. enhancing the mauri of waterbodies.

Objective 2.3 – Development Management To maintain a consolidated urban form within existing urban areas and a limited number of identified growth areas which can be efficiently serviced and integrated with existing townships delivering:

- a. urban areas which maximise the efficient end use of energy and integration with infrastructure;
- b. a variety of living and working areas in a manner which reinforces the function and vitality of centres;
- c. resilient communities where development does not result in an increase in risk to life or severity of damage to property from natural hazard events;
- d. higher residential densities in locations that are close to centres and public open spaces, with good access to public transport;
- e. management of development in areas of special character or amenity so as to maintain, and where practicable, enhance those special values;
- f. sustainable natural processes including freshwater systems, areas characterised by the productive potential of the land, ecological integrity, identified landscapes and features, and other places of significant natural amenity;
- g. an adequate supply of housing and areas for business/employment to meet the needs of the District's anticipated population which is provided at a rate and in a manner that can be sustained within the finite carrying capacity of the District; and
- h. management of the location and effects of potentially incompatible land uses including any interface between such uses.

Objective 2.4 – Coastal Environment To have a coastal environment where:

- a. areas of outstanding natural character and high natural character, outstanding natural features and landscapes, areas of significant indigenous vegetation and significant habitats of indigenous fauna are identified and protected;
- b. areas of outstanding natural character and high natural character are restored where degraded;
- c. the effects of inappropriate subdivision, use and development are avoided, remedied, or mitigated;
- d. public access to and along the coast to facilitate active and passive recreational use is maintained and enhanced while managing inappropriate vehicle access; and
- e. Inappropriate development does not result in further loss of coastal dunes in the area mapped as the coastal environment.

Objective 2.5 – Natural Hazards To ensure the safety and resilience of people and communities by avoiding exposure to increased levels of risk from natural hazards, while recognising the importance of natural processes and systems.

Objective 2.6 – Rural Productivity To sustain the productive potential of land in the District, including:

- a) retaining land which is suitable for a range of primary production activities;
- b) achieving added economic and social value derived from primary production activities through ancillary on-site processing and marketing;
- b) enabling activities that utilise the productive potential of the land in the rural environment;
- c) reducing conflict between land uses in the rural environment and adjoining areas; and
- d) avoiding, remedying or mitigating adverse effects on the efficient operation of existing primary production activities from sensitive activities establishing on adjoining sites;

while safeguarding the life-supporting capacity of air, water, soil, and ecosystems by avoiding, remedying or mitigating adverse effects on the environment.

Objective 2.9 – Landscapes, Features and Landforms To protect the District's identified outstanding natural features and landscapes from inappropriate subdivision, use and development; and

- a. maintain or enhance the landscape values of special amenity landscapes and identified significant landforms; and
- b. avoid, remedy or mitigate adverse effects of earthworks on natural features and landforms.

Objective 2.11 – Character and Amenity Values To maintain and enhance the unique character and amenity values of the District's distinct communities so that residents and visitors enjoy:

- a) relaxed, unique and distinct village identities and predominantly low-density residential areas characterised by the presence of mature vegetation, a variety of built forms, the retention of landforms and unique community identities;
- b) vibrant, lively town centres supported by higher density residential and mixed use areas;
- c) neighbourhood centres, village communities and employment areas characterised by high levels of amenity, accessibility and convenience;
- d) productive rural areas, characterised by openness, natural landforms, areas and corridors of indigenous vegetation, and primary production activities; and
- e) well managed interfaces between different types of land use areas (e.g. between living, working and rural areas and between potentially conflicting land uses, so as to minimise adverse effects.

Objective 2.12 – Housing Choice and Affordability To meet the diverse community needs by increasing the amount of housing that:

- a) is of densities, locations, types, attributes, size and tenure that meets the social and economic wellbeing needs of households in suitable urban and rural locations;
- b) is affordable and adequate for lower income households; and
- c) can respond to the changing needs of residents, regardless of age, mobility, health or lifestyle preference;

while enhancing the amenity of living environments and contributing to the sustainability of communities and compatibility with the goals of environmental sustainability, in particular resource, water and energy efficiency.

Objective 2.13 – Infrastructure To recognise the importance and national, regional and local benefits of infrastructure and ensure the efficient development, maintenance and operation of an adequate level of social and physical infrastructure and services throughout the District that:

- a) meets the needs of the community and the region; and
- b) builds stronger community resilience, while avoiding, remedying or mitigating adverse effects on the environment.

Objective 2.14 – Access and Transport To ensure that the transport system in the District:

- a. integrates with land use and urban form and maximises accessibility;
- b. improves the efficiency of travel and maximises mode choice to enable people to act sustainably as well as improving the resilience and health of communities;
- c. contributes to a strong economy;
- d. avoids, remedies or mitigates adverse effects on land uses;
- e. does not have its function and operation unreasonably compromised by other activities;
- f. is safe, fit for purpose, cost effective and provides good connectivity for all communities; and
- g. provides for the integrated movement of people, goods and services.

Objective 2.17 – Open Spaces/Active Communities To have a rich and diverse network of open space areas that:

- a) is developed, used and maintained in a manner that does not give rise to significant adverse effects on the natural and physical environment;
- b) protects the District's cultural, ecological and amenity values, while allowing for the enhancement of the quality of open space areas;
- c) supports the identity, health, cohesion and resilience of the District's communities; and
- d) ensures that the present and future recreational and open space needs of the District are met.

District-Wide Policies:

Policy DW1 – Growth Management New urban development for residential activities will only be undertaken within existing urban areas and identified growth areas, and will be undertaken in a manner which:

- a) supports the District's consolidated urban form;
- b) maintains the integrity of the urban edge north of Waikanae and Ōtaki;
- c) manages residential densities by:
 - i. enabling medium density housing and focused infill housing in identified precinct areas that are close to centres, public open spaces, and public transport nodes;
 - ii. retaining a predominantly low residential density in the Living Zones;
 - iii. avoiding any significant adverse effects of subdivision and development in special character areas identified in Policy 5.4;
- d) avoids urban expansion that would compromise the distinctiveness of existing settlements and unique character values in the rural environment between and around settlements;
- e) can be sustained within and makes efficient use of existing capacity of public services and strategic infrastructure; and
- f) promotes the efficient use of energy and water.

Policy DW10 – Accessibility Subdivision, land use and development will be undertaken in a manner which enables all urban residences to have access to public open space within a distance of 400 metres.

Rural Zone Policies:

Policy 7.1 – Primary Production Primary production activities will be provided for as the principal use in the District's Rural Zones where adverse effects on the environment are avoided, remedied or mitigated and the life-supporting capacity of air, water, soil and ecosystems is safeguarded.

Policy 7.2 – Rural Character Subdivision, use and development in the Rural Zones will be undertaken in a manner that maintains or enhances the District's rural character, including:

- a) the general sense of openness;
- b) natural landforms;
- c) overall low density of development; and
- d) the predominance of primary production activities.

Policy 7.10 – Household Units and Buildings New household units and other buildings in all the Rural Zones will be provided in a manner which avoids, remedies or mitigates adverse environmental effects (including cumulative effects) on the productive potential and landscape character of the rural area, including:

- a) limiting the number of household units and minor flats to one of each per site, except where Development Incentive Guidelines are complied with;
- b) managing the location and scale of buildings; and
- c) recognising the operational requirements for buildings that are ancillary to primary production activities.

Policy 7.11 – Rural Residential Zone Rural residential living will be provided for in identified locations zoned Rural Residential which:

- a) can be efficiently accessed and are close to urban settlements;
- b) are characterised by land with relatively low productive potential;
- c) avoid potential reverse sensitivity effects on adjacent primary production activities and other lawfully established rural uses; and
- d) are at a scale and in locations that avoid creating or expanding urban settlements.

Natural Environment Policies:

Policy 3.1 – Protection Protect areas of significant indigenous vegetation and significant habitats of indigenous fauna (including ecological sites identified in Schedule 3.1, key indigenous tree species in Schedule 3.2, key indigenous trees in Schedule 3.2A, and rare and threatened vegetation species in Schedule 3.3 of this Plan). Protect outstanding natural features and landscapes (identified in Schedule 3.4 of this Plan), geological features (identified in Schedule 3.6 of this Plan), and the values associated with these areas and features, from inappropriate subdivision, use and development.

Policy 3.8A – Maintenance of Indigenous Biodiversity Subdivision, land use and development shall be undertaken in a manner to maintain indigenous biodiversity within large areas of contiguous indigenous vegetation and riparian and coastal vegetation.

Policy 3.10 – Tāngata Whenua To enable tāngata whenua to maintain and enhance their traditional relationship with the natural environment, while:

- a. supporting the enhancement of the mauri of aquatic environments; and

- b. having particular regard to the exercise of kaitiakitanga by tāngata whenua in the management of the District's resources.

Policy 3.14 – Earthworks All earthworks activities will:

- a. be managed to protect geological features identified in Schedule 3.6 from disturbance; and
- b. be sympathetically located and of a scale that protects the values of outstanding natural features and landscapes identified in Schedule 3.4; and
- c. avoid or mitigate erosion and off-site silt and sediment runoff to the Council's reticulated stormwater system and waterbodies; and
- d. be managed to ensure adverse effects on natural landforms, residential amenity values and rural character values are remedied or mitigated.

Infrastructure, Services and Associated Resource Use Policies:

Policy 11.3 – Protecting the Mauri of Natural Systems Natural systems are recognised as taonga and will be protected from any adverse environmental effects arising from the establishment, operation, maintenance and upgrading of infrastructure that affect the mauri of these systems in accordance with local tikanga.

Policy 11.4 – Managing Adverse Effects Any adverse environmental effects arising from the establishment, operation, maintenance and upgrading of infrastructure will be avoided, remedied or mitigated as far as reasonably practicable by:

- a) ensuring significant adverse effects are avoided, remedied or mitigated through route, site and method selection;
- b) minimising the effects of infrastructure on the amenity values of the surrounding area and areas of outstanding or high natural character, in particular visual effects with respect to scale, and the sensitivity of the environment in which they are located;
- c) considering all water bodies to be valued assets and protecting the mauri of fresh and coastal water resources;
- d) where appropriate, ensuring opportunities to enhance indigenous biodiversity as part of infrastructure design are identified and implemented;
- e) requiring adaptive management measures (including monitoring and remediation) where uncertainty may exist around impacts over time;
- f) considering the use of offsetting measures or environmental compensation (including measures or compensation which benefit the local environment and community affected) where a 'residual effect' cannot be avoided, remedied or mitigated; and
- g) ensuring the above considerations are provided to accomplish best practice at the time of application and construction.

Policy 11.5 – Infrastructure in Road Corridors The use of roads as infrastructure corridors will be encouraged.

Policy 11.7 – Infrastructure and Growth Management Subdivision, use and development of land for urban growth and intensification will be focused on certain areas (i.e. in existing urban areas).

Subdivision, use and development will be avoided in areas where it:

- a) is unable to be efficiently integrated with existing infrastructure, or be serviced by new infrastructure in an efficient and cost-effective manner;
- b) does not promote the efficient end use of energy, including energy use associated with private vehicular transport, and efficient use of water;
- c) does not align with Council's infrastructure asset management planning;

- d) would lead to inefficient or unduly high operation and maintenance costs for public infrastructure;
- e) is unable to make the most efficient use of the transport network; and
- f) would lead to further growth pressures and demand for infrastructure investment ahead of the community's or infrastructure provider's ability to fund, or its desired funding programme.

Policy 11.8 – Development Staging Where subdivision or development is proposed that requires additional or earlier community investment in infrastructure than is set out in the Council's Long Term Plan, Infrastructure Strategy and Annual Plan, the Council will either:

- a) require the staging of the proposal to fit with existing capacity through any consent application process; or
- b) provide the opportunity for the 'forward' provision of an agreed proportion of the infrastructure upgrade works by a developer, provided that:
 - i. those works do not trigger additional community and network utility operator investment demands; and
 - ii. those works are consistent with the Council's Asset Management Plan; or
- c) for additional unplanned works that are not set out in the Council's Long Term Plan and Infrastructure Strategy, require the payment of a financial contribution in accordance with Chapter 12 of this Plan.

Policy 11.11 – Quality of Infrastructure Design and Services Development and subdivision, and the provision of associated infrastructure will be undertaken in accordance with the Council's Subdivision and Development Principles and Requirements, 2012.

Policy 11.16 – Hydraulic Neutrality - Stormwater Subdivision and development will be designed to ensure that the stormwater runoff from all new impermeable surfaces will be disposed of or stored on-site and released at a rate that does not exceed the peak stormwater runoff when compared to the pre-development situation.

Policy 11.17 – Stormwater Quantity and Quality The adverse effects of stormwater runoff from subdivision and development, in particular cumulative effects, will be minimised. The following assessment criteria will be applied when considering resource consent applications for subdivision and development:

- a. whether there is capacity in Council's existing infrastructure;
- b. the extent to which the capacity and environmental values of watercourses or drains and the associated catchment areas will be compromised;
- c. the extent to which development styles and stormwater management methods mimic natural, pre-development runoff patterns;
- d. the extent to which riparian vegetation is protected and enhanced;
- e. whether minimal vegetation loss in riparian areas associated with development is achieved;
- f. the extent to which water quality is ensured to enhance and maintain aquatic ecosystem health;
- g. the extent to which a healthy aquatic system is maintained, including maintenance of sufficient flows and avoidance of unnatural fluctuations in flows;
- h. the extent to which degraded, piped or channelled streams are restored and realigned into a more natural pattern;
- i. where practicable, the extent to which low impact design, including on-site disposal of stormwater, soft engineering or bioengineering solutions and swales within the legal road are used;
- j. the extent to which straightening and piping of streams is avoided; and

- k. the extent to which the adverse effects of stormwater runoff, in particular cumulative effects, from subdivision and development will be minimised.

Policy 11.19 – Water Supply All new subdivision, land use or development will have an adequate supply of water in terms of volume and quality for the anticipated end uses, including firefighting supply. Where a new connection to the reticulated network is proposed, evidence may be required to support its viability.

Policy 11.20 – Wastewater Subdivision, land use and development will ensure that the treatment and disposal of wastewater will be adequate for the anticipated end uses appropriate to the location. The treatment and disposal of wastewater will be undertaken in a manner that avoids, remedies or mitigates adverse effects on the environment and maintains public health and safety. Where a new connection to the reticulated network is proposed, evidence may be required to support its viability.

Policy 11.30 – Integrated Transport and Urban Form Development and subdivision will be integrated with and consistent with the transport network hierarchy in Schedule 11.2, and undertaken in a manner and at a rate to ensure:

- a. the transport network is capable of serving the projected demand safely and efficiently;
- b. the location of development is appropriate, including providing for the co-location of compatible developments and land use and transport networks to reduce unnecessary travel;
- c. travel time and distance to services are minimised for all modes of travel;
- d. development is consistent with Council's Subdivision and Development Principles and Requirements 2012; and
- e. enhanced community connectivity is achieved, resulting in more efficient travel patterns from the community.

Policy 11.31 – Sustainable Transport and Maximising Mode Choice Development and subdivision will be integrated with a transport system that offers a wide range of travel mode choices, which connects residents to essential community services, centres and social infrastructure, through:

- a. well-integrated and connected communities;
- b. development that is conducive to active modes of travel, particularly walkable communities which reduce demand for vehicular travel, particularly by private vehicle;
- c. land use that is integrated with the transport network;
- d. improved public transport services to the District;
- e. travel plans and transport assessments for major traffic activities as part of an application for consent for new developments;
- f. consistency with the Council's Subdivision and Development Principles and Requirements 2012; and
- g. development that ensures adequate access and space for all modes, including pedestrians, people with mobility problems, cyclists, public transport and private car travel.

Policy 11.34 – Effects of Land Use on Transport The potential adverse effects on the transport network from development and subdivision will be avoided, remedied or mitigated by identifying both the key existing transport routes and proposed transport routes likely to be required long terms as part of the District's transport network and having regard to these when considered applications for subdivision or development.

Policy 11.35 – Safety The safety of all transport users will be enhanced during the development, operation, maintenance and upgrading of the transport network, by:

- a. implementing the principles set out in Appendix 5.5 - Crime Prevention Through Environmental Design (CPTED) Guidelines;

- b. requiring that all developments provide for safe vehicular and pedestrian access, and have adequate visibility (sight lines);
- c. requiring all developments to have safe connections to the wider transport network; and
- d. requiring adequate visibility and sight lines for level crossings.

Policy 11.36 – Parking All new subdivision and development shall provide for safe vehicular and pedestrian access and appropriate vehicle parking areas by:

- a. providing parking numbers, layouts and dimensions consistent with parking standards;
- b. supplying adequate off street parking to meet the demand of the land use while having regard to the following factors:
 - i. the intensity, duration location and management of the activity.
 - ii. the adequacy of parking in the location and adjacent areas.
 - iii. the classification and use of the road (as per transport network hierarchy in Appendix 11.2), and the speed restrictions that apply.
 - iv. the nature of the site, in particular its capacity to accommodate parking.
 - v. the characteristics of the previous activity that utilised the site;
- c. taking effects on neighbouring areas into account when designing the location, layout and number of parking spaces (including car and cycle parks and disability car parks;
- d. ensuring the location, layout and number of disability carparks and cycle parks is safe, user-friendly and appropriate; and
- e. achieving a balance between encouraging mitigation of parking overflow effects (e.g. shared use of car parking), and discouraging car-based travel through use of travel plans.

Policy 11.37 – Cycling, Walking and Bridleway Links and Safety Subdivision, use and development will be as far as practicable, located and designed to make walking, cycling and the use of bridleways safer, more enjoyable and convenient in accordance with the Crime Prevention Through Environmental Design (CPTED) Guidelines set out in Appendix 5.5 and the following principles:

- a. new street linkages will provide safe pedestrian access to shops and services and public transport nodes;
- b. subdivision and development will:
 - i. enable cycle and pedestrian routes, both on and off road, which offer good continuity;
 - ii. avoid large blocks that severe connectivity; and
 - iii. consider opportunities to provide bridleways in suitable locations; and
- c. development will provide for convenient cycle parking facilities in centres; and
- d. pedestrian and cycle routes will have well designed and built facilities including surface conditions, lighting, signage and passive surveillance from adjacent development.

Coastal Environment Policies:

Policy 4.1 – Coastal Environment Characteristics Recognise the extent and characteristics of the coastal environment including:

- a. areas or landforms dominated by coastal vegetation or habitat of indigenous coastal species;
- b. landform affected by active coastal processes, excluding tsunami;

- c. elements or features, including coastal escarpments, that contribute to the natural character, landscape, visual quality or amenity value of the coast; and
- d. sites, structures, places or areas of historic heritage value adjacent to, or connected with, the coast, which derive their heritage value from a coastal location.

Policy 4.3 – Preservation of Natural Character Preserve natural character in the coastal environment, and protect it from inappropriate subdivision, use and development, including by:

- a. avoiding adverse effects of activities on natural character in areas of outstanding natural character;
- b. avoiding significant adverse effects, and avoiding, remedying or mitigating other adverse effects of activities on natural character in all other areas of the coastal environment;
- c. reinstating dunes which function as natural buffers where practicable;
- d. providing managed public access ways to the beach and foreshore and limiting damage to dunes from unmanaged access;
- e. regulating encroachment of permanent structures and private uses onto the beach or public land;
- f. removing existing unnecessary structures and associated waste materials from the beach;
- g. retaining a natural beach and foreshore including a dry sand beach where practicable.

Policy 4.7 – Natural Dunes Natural dune systems will be protected and enhanced (including through restoration) and natural dune function will be enabled where practicable.

Natural Hazards Policies:

Policy 9.1 – Identify Hazards The extent of flooding and seismic hazards will be identified on the District Plan Maps.

Policy 9.2 – Risk Based Approach A risk-based approach will be taken to subdivision, land use and development within areas subject to flood, fire and earthquake hazards:

- a. flood hazards;
- b. earthquake hazards; and
- c. fire hazards.

Hazard categories will be developed for flood and seismic hazards to guide decision making and help minimise potential harm to people and damage to property due to these hazards, while allowing appropriate use.

Policy 9.3 – Managing Activities in Natural Hazard Prone Areas In areas identified on the District Plan Maps, new subdivision, use and development will be managed in a way that avoids increasing risks from natural hazards. Subdivision, use and development will be allowed only where it can be shown that any potential increase in risk exposure on or beyond the land itself has been avoided, remedied, or mitigated.

Policy 9.8 – Flood Mapping Flood hazard categories are mapped using the 1% AEP flood modelling scenario. The extents and categories consider projected climate change and precautionary freeboard to minimise risks. Residual risks are also mapped where flood mitigation structures are present.

Policy 9.9 – Flood Hazard Categories The flood hazard categories have been developed using the following criteria:

- a) depth and speed of floodwaters;
- b) the threat to life;
- c) difficulty and danger of evacuating people;

- d) the potential damage to property; and
- e) the potential for social disruption.

Policy 9.10 – Flood and Erosion Free Building Areas All new lots must have flood and erosion-free building areas based on 1% AEP flood modelling.

Policy 9.11 – Flood Risk Levels A higher level of control on subdivision, use and development will be applied within river corridors, stream corridors, overflow paths and residual overflow paths areas. A generally lesser level of restriction on subdivision, use and development will be applied in ponding, residual ponding, shallow surface flow, flood storage and fill control areas.

Policy 9.13 – Ponding, Residual Ponding, Shallow Surface Flow, Flood Storage and Fill Control Areas When assessing applications for subdivision, use or development within a ponding, residual ponding, shallow surface flow, flood storage or fill control area, consider the following:

- a) the effects of the development on existing flood mitigation structures;
- b) the effects of the development on the flood hazard – in particular flood levels and flow;
- c) whether the development redirects floodwater onto adjoining properties or other parts of the floodplain;
- d) whether access to the site will adversely affect the flood hazard;
- e) the extent to which buildings can be located on areas of the property not subject to flooding; and
- f) whether any subdivision or development will or may result in damage to property or harm to people.

Policy 9.16 – Liquefaction Prone Land When assessing applications for subdivisions which are located on sandy, alluvial or peat soils, a risk management approach shall be adopted and Council will consider a range of matters that seek to reduce the risk to people and property, including:

- e) geotechnical information from a suitably qualified person on liquefaction provided with any subdivision or development application;
- f) the intensity of the subdivision and nature of future development of the lot, including building design and construction techniques; and
- g) the risk to people and property posed by the liquefaction hazard and the extent to which the activity could increase the risk posed by the natural hazard.

These investigations may result in identifying that some lots are not suitable for development and any such proposal would be declined.

Financial Contributions Policies:

Policy 8.1 – Reserve Contributions Reserve contributions will be used for acquisition, protection and enhancement of areas of cultural, ecological or amenity value.

Policy 12.1 – Provision of Reserves and Public Open Spaces A financial contribution based on Household Unit Equivalent (HUE) will be required for all granted land use and subdivision consents and as a requirement for permitted land use activities where it is determined they will increase the demand for reserves and public open spaces within the District and a financial or development contribution has not already been taken for the same development, purpose, and at the same level and intensity of development.

Council will use the contribution for reserves and public open spaces to:

1. contribute to District-wide facilities, and
2. address deficits within the District, and
3. undertake improvements to existing reserves and public open spaces.

The level of financial contribution that is required reflects the demands on and costs of acquiring and improving reserves and public open space are as follows:

1. the urban HUE value provides for the achievement of Policies DW10 and DW11;
2. the Ōtaki urban HUE value, set at 67% of the Urban value, recognises the lower land values compared to the rest of the District; and
3. the rural HUE value, set at 50% of the Urban value, recognises that rural areas generally have less need for or immediate access to local and neighbourhood parks.

Council will apply credits in particular circumstances.

APPENDIX F

Robin Simpson Statement of Evidence

In the matter of the Resource Management Act 1991 (Act)

Re Application for Resource Consent for Tieko Street
Otaihanga

Statement of evidence of Robin Simpson

Date: 12 July 2022

INTRODUCTION

Qualifications and experience

- 1 My full name is **Robin Simpson**. I am an urban designer and landscape architect practicing as Robin Simpson Design Limited.
- 2 I hold a Masters Degree in Design Studies (MDes.S) specialising in urban design from the Graduate School of Design, Harvard University, Cambridge Massachusetts and a Bachelors Degree in Landscape Architecture (BLarch. Hons 1) from the University of New South Wales, Sydney Australia.
- 3 My practice includes current and past experience in Urban Design and Landscape Architecture with particular focus on Infrastructure Development e.g. roads, cycleways, Urban Design for Transport, Land Development, Residential Masterplanning, assessment of visual effects and network functionality and design review.
- 4 Recent experience most relevant to this application includes preparation of LVIA for Resource Consent application, Greenhill Rd Waikanae and review advice to WCC on applications for Wellington International Airport Designation.
- 5 My current professional experience relevant to this project includes membership on urban design review panels, for CCC, WCC and public Art Panel for KCDC and providing landscape and urban design review for Resource Consent Applications for housing, subdivision and civic buildings to CCC, NCC and HCC.

Code of conduct

- 6 I have read the Code of Conduct for Expert Witnesses in the Environment Court Practice Note. I agree to comply with this code. The evidence in my statement is within my area of expertise, except where I state that I am relying on the evidence of another person. I have not omitted to consider material facts known to me that might detract from the opinions I express.

Involvement with the proposal

- 7 I was requested by Marnie Rydon Planning consultant for Kapiti Coast District Council (KCDC) to provide a peer review of the landscape and Visual Impact Assessment (LVIA) prepared by David Compton – Moen of DCM Urban regarding the *Otaihanga Estates Resource Consent Application*.
- 8 The initial peer review was made on the *Landscape and Visual Impact Assessment Report* by DCM Urban Design which form Appendix D of the *Otaihanga Estates Resource Consent Applications and Assessment of Environmental Effects*, June 2021 by CHC.
- 9 My peer review was reported in the document *Peer Review of Estates Otaihanga Subdivision Proposal Landscape and Visual Impact Assessment 23 December 2021*.
- 10 In my report I agreed with some conclusions of the assessment and disagreed with others. I considered that two distinct areas, the northern (Lots 1-22) and southern areas (Lots 23-49), needed to be assessed separately as each had a different effects. For the Northern area, I largely agreed with DCM's assessment of minor effects although further mitigation was recommended. For the Southern area, I disagreed with the DCM conclusion that the effects would be less than minor. I considered there would be significant negative effects regarding character, noise, visual effects. I noted that effects could be reduced by;
- Reduction in number of lots by removal of small lots e.g. 41-43 and 46 and/or rear lots e.g. 43-4
 - Retention of more of natural landform in Southern Part
 - Improved useability of Recreation Reserve including by creating opportunity for a public land walkway from Lot 105 Recreational Reserve to Lot 200 Stormwater Reserve
 - Clustering dwellings to increase unbuilt area & decrease dominance of built form
 - Increased vegetation screening from Otaihanga Road, and
 - An overall increase of areas suitable for native planting for integration.
- 11 Following submission I was requested by KCDCs consultant to have a site meeting to discuss how the adverse effects could be reduced. I met David Compton-Moen on site on 25 February 2022 and discussed the issues.
- 12 DCMUrban produced *Appendix One – Landscape and Visual Impact Assessment LVIA. RFI Response Revision F* dated 29 June 2021 and an

additional updated response *Addendum to LVIA Report*, 5 March 2022.

The changes made in the revision included;

- Reduction of lots by 2
- Addition of a 5m buffer planting to northern edge of constructed wetland
- Retention and supplementary planting of Kanuka along Otaihanga Road boundary
- Additional three-dimensional views

In response I revised my report *Revised Peer Review of Revised Estates Otaihanga Subdivision Proposal Landscape and Visual Impact Assessment* dated, May 2022. This was submitted on 25 May 2022. I concluded that a reduction lots in the southern area and other mitigation measures went some way to reducing the negative visual effects. I reassessed these as being variously “more than minor” and “moderate”. I still considered the magnitude of earthworks visible from Otaihanga Road and Neighbouring lifestyle blocks opposite had a moderate-significant effect.

13

I was requested to participate in a further meeting with the Applicant, legal Counsel and the Applicants design team to try to reduce effects on 29 June 2022. The Applicant and consultants responded with a further revision *Addendum 1 – Landscape and Visual Impact Assessment Figures. RFI Response – Landscape Concept Revision C* dated 2 July 2022. The changes made in the revision included;

- Reduction of lots by another 1 by combing Lots 43 and 44
- Subsequent increase in size of lots increasing opportunities for planting
- Removal of rear lots increasing spacing of dwellings and avoiding possible overlapping views of dwellings from Otaihanga Road and neighbours’ opposite
- Retention of greater proportion of natural dune form to southwest corner
- Protection of this naturally screening landform with a no-build zone in southwest corner
- Increase to 10m width of buffer planting around constructed wetland and
- Extension of buffer planting further along Otaihanga Rd increasing foreground screening and improving biodiversity
- Additional copses of trees on private land, forming a framework of Kanuka and breaking up views of dwellings.

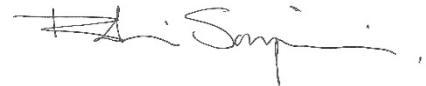
14

It also included explanations as to Council restrictions in undertaking suggested changes such as to increase naturalistic landform around constructed wetland, reshape wetland to retain more of existing northeast extension public path linking to Lot 105 and increase tree planting and screening in road corridor. I was satisfied with these

explanations and supported commitments by the Applicant to ongoing negotiation with neighbours re mature pines.

15

I submitted an Addendum to my Revised Report, dated July 2022 in response to the changes. I concluded that the changes made the southern area acceptable. This was because the layout changes and mitigation measures collectively enabled visual effects to have more of the characteristics of lifestyle blocks i.e. dominated by unbuilt area as instead of built form, adequate area between buildings to provide opportunities for planting. Views of the proposed dwellings were obscured to an acceptable level by retention of more of the natural dune in the SW and additional tree planting areas in the buffer planting and on private land.



APPENDIX G

Addendum to Landscape and Visual Assessment Review July 2022

ADDENDUM to

Revised Peer Review of;
OTAIHANGA ESTATES SUBDIVISION PROPOSAL LANDSCAPE and
VISUAL IMPACT ASSESSMENT; DCM Urban Design Limited



By: Robin Simpson
Urban Designer, Landscape Architect

Date: July 2022

For: Kapiti Coast District Council

Process

I undertook a peer review of the LVIA prepared by DCM regarding the *Otaihanga Estates Resource Consent Application*. In that peer review, I largely agreed with the DCM LVIA, that the proposal for the northern area with larger lifestyle blocks (Lots 1-22), was acceptable. The areas where I disagreed with the DCM LVIA were largely due to the effects of the southern area (Lots 23- 47) on Landscape and Natural Character and Visual Effects. This proposed low density, car dependant suburban development on smaller lots, away from any local centre.

During a process of Applicant Responses to Requests for Information, and conferencing held on Friday 1 July 2022, the Applicant and DCM proposed changes to address the difference between the DCM LVIA and my peer review. This Addendum records my assessment of the proposed changes.

The changes offered in DCM Revision C¹ reduce and further mitigate negative effects. The result of changes is assessed as being more in keeping with the local character, with visual effects being closer to those of lifestyle blocks, which already occur in the area, than to the suburban blocks.

More detailed response is contained in the following pages by inclusion of the assessment tables for Landscape and Natural Character and Visual Effects from my original Peer Review Report dated May 2022. I have added an additional column to each table with updated comments. I have omitted less significant columns for convenience. These can be referred to in full table in my May 2022 Report.

Documents Reviewed

The initial peer review was made on the *Landscape and Visual Impact Assessment Report* by DCM Urban Design which form Appendix D of the *Otaihanga Estates Resource Consent Applications and Assessment of Environmental Effects*, June 2021 by CHC. This addendum is based on Addendum 1 -*Landscape and Visual Impact Assessment Figures; RFI Response – Landscape Concept Revision C* by DCM Urban Design and dated 2 July 2022.

Effects on Landscape and Natural Character

This relates to 3.1 in my Revised Peer Review Report of May 2022. My view continues to differ from the DCM assessment that the site is a “*continuation of existing residential areas*” (DCM). I consider that the site forms part of the rural and rural lifestyle zone which separates Otaihanga and Waikanae township. The further changes to the Southern Area in Rev C regarding landscape and natural character are to;

- reduce number of dwellings by another 1
- increase sizes of lots avoiding rear lots
- retain more of NW dune to screen future dwellings from Otaihanga Road and residences opposite
- integrate characteristic landform of dunes to integrate earthworks in Lots 42-44
- increase vegetation adjacent to Otaihanga Rd boundary
- increase buffer planting to the northwest edge of the constructed wetland from 5m to 10m width

¹ Addendum 1 to LVIA Report Revision C; Landscape and Visual Impact Assessment Figures; RFI Response -Landscape Concept prepared by DCM Urban, 2 July 2022.

- increase native vegetation in four additional clusters on proposed lots.

The changes offered in DCM's Revision C reduce and further mitigate negative effects. The result of changes is assessed as being more in keeping with the local character. The visual character is closer to the character of lifestyle blocks, which already occur in adjacent areas e.g. opposite on Otaihanga Road, than to suburban blocks which occur in Paraparaumu and other parts of Otaihanga e.g. Pitoitoi Street.

The following table of Effects on Landscape Character is extracted from my Peer Review Report of May 2022. The left side columns are from the original table, with less relevant columns hidden. The right hand column (shaded orange) updates my comments.

TABLE: SOUTHERN AREA - LOTS 23-47

Revised Peer Review May 2022			Comments	Addendum Comments 5 July 2022
Landscape Character		Residual Effect (After Mitigation)		
CHARACTER	DCM	Less than minor		
	Peer Review	Moderate	Disagree magnitude of change is low as proposal alters landform, drainage, & views, to become housing & accessways, visible from Otaihanga Rd. <ul style="list-style-type: none"> • <u>Mitigation</u> adverse effect is reduced by limited no of houses visible in one view, The number of lots was reduced by 3 and further removal of 1 lot is recommended as a condition. This increases open space between buildings to allow trees. Further requirement for architectural solutions to minimize earthworks & retaining walls could reduce effects further. 2 x CONDITIONS RECOMMENDED 	<ul style="list-style-type: none"> • House numbers and small lots reduced by another 1 • Reduced number enables larger lots. This provides more space for integration by future vegetation • Recommend CONDITION requiring vegetation to screen retaining walls above 1500mm to reduce negative visual effect • Architectural solutions e.g. pole structure, stepped levels, are encouraged as guidance for future residents
TOPOGRAPHY	DCM	Less than minor		
	Peer Review	Moderate - Significant	Disagree magnitude of change is low as proposal alters characteristic dune landform, lowers height, changes drainage. <ul style="list-style-type: none"> • Magnitude of earthworks exceeds that allowed in Rural Lifestyle. Ridgeline of L shaped dune running NE-SW beside the existing access track is altered significantly - up to 5m of cutting (estimate only) & filling to the east. Retention of roadside part of dune as no build area in Lot 47 reduces visual impact of change • Extent of Wetland 4 is reduced to approximately half the area. Extended are and more natural earthworks shaping at edge is recommended • <u>Mitigation</u> could improve this further by, combining Lot 43 and 44, architectural solutions to minimize earthworks & retaining. 3 x CONDITIONS RECOMMENDED 	<ul style="list-style-type: none"> • Expansion of no build area and retention of more dune in southern area across lots 42-46, reduces amount of dune removed. This improves effectiveness of mitigation by increasing screening of dwellings when viewed from Otaihanga Rd & retaining more of characteristic landform. • Planting in watercourses declined by KCDC stormwater engineers
VEGETATION	DCM	Less than minor		
	Peer Review	Moderate Both positive & negative	Disagree magnitude of change is low as proposal changes area of unbuilt pasture to, small lots dominated by built form & accessways.	<ul style="list-style-type: none"> • Reduced number enables larger lots. This provides more space for integration by future vegetation on private land

			<ul style="list-style-type: none"> • <u>Mitigation</u> has improved this by, reducing number of lots with increased open space to allow trees to integrate buildings. Planting along Otaihanga Road and local species planting in Constructed Wetland improves overall level of planting & improved biodiversity. • <u>CONDITION RECOMMENDED to increase 5m band of planting at wetland edge to 10m to be consistent with other proposed buffers at wetland edges.</u> 	<ul style="list-style-type: none"> • Planting in watercourses declined by KCDC stormwater engineers • Reviewer supports proposed planting of native grasses in berm to reduce maintenance & increase vegetated character • Four cluster of trees added to lot boundaries. 3 x 9m² and 1 x 16m². Planting with Kanuka & flax increases screening & integration • Vegetation increased in northern edge landscape strip. Width increased from 5m to 10m increasing biodiversity & local character. 5m within lots is accepted
WATERWAYS & NATURAL CHARACTER	DCM	Less than minor		
	Peer Review	Moderate Both positive & negative	<p>Disagree magnitude of change is low as proposal alters dune landform, drainage, open views of unbuilt pasture to become modified landform, predominantly built residential forms & accessways, visible from Otaihanga Rd.</p> <ul style="list-style-type: none"> • <u>Mitigation</u> Wetland 4 degraded condition is accepted. This is proposed to be a “Constructed Wetland” which is considered a positive effect on hydrology & increases wetland vegetation • Residential environments decrease permeability. Limitation of % of hard surfaces recommended. 1 x <u>CONDITON RECOMMENDED</u> 	<ul style="list-style-type: none"> • Form of constructed wetland remains the same due to requirement by KCDC stormwater engineers • Larger lots increase opportunity for unbuilt areas with good permeability. Recommend condition to maintain good levels of permeability on lots
BUILT STRUCTURES	DCM			
	Peer Review	Moderate	<p>Disagree magnitude of change is low as proposal alters dune landform, drainage, open views of unbuilt pasture to become modified landform, predominantly built residential forms & accessways, visible from Otaihanga Rd. However this has been reduced to an acceptable level</p> <ul style="list-style-type: none"> • The lifestyle blocks across Otaihanga Rd would experience increased visibility of built structures. The numbers have been reduced to allow green space between and boundaries are to be planted so an appearance more like the existing on the south side of Otaihanga Road which has dwellings amongst vegetation can be achieved. • <u>Mitigation</u> by encouraging architectural solutions to reduce volume of earthworks and retaining walls 	<ul style="list-style-type: none"> • House numbers and small lots reduced by another 1 • Cluster housing e.g. a comprehensive development of townhouses as a typology was discussed as an alternative to low density as proposed. This is a way to increase unbuilt area & allow more effective integration. This is outside the scope elected by the Applicant • Architectural solutions e.g. pole structure, stepped levels, encouraged as guidance for future residents

Effects on Visual Amenity

This relates to 3.2 Visual Amenity in my Revised Peer Review Report of May 2022. For the Northern area, I continue to largely agree with DCM’s assessment of effects. This is because the existing unbuilt character with open views, vegetation, and quiet private ambience, can be largely achieved while adding new houses.

The changes to the Southern Area made regarding visual amenity are to;

- increase sizes of lots increasing the opportunities for vegetation to screen and integrate future dwellings
- retain more of NW dune to screen future dwellings when viewed from Otaihanga Road and residences opposite

- increase vegetation adjacent to Otaihanga Rd boundary, providing a vegetated road frontage
- increase overall quantity of native vegetation in four additional clusters on lot boundaries
- increase vegetation buffer depth around the northwest edge of the constructed wetland.

For the Southern area, I previously disagreed with the conclusion that the effects would be “*less than minor*”. This is because of the negative effects regarding loss of character, increase of noise and visual prominence of multiple dwellings in a rural residential zone. The reduction in number of lots, allows for increased opportunities for future planting on private land to integrate dwellings and increase opportunities for ecological habitat. The above changes increase the visibility and robustness of a vegetation framework for the southern area. It is understood that Council offers declined increased planting in road reserve which is a preferred outcome.

The changes offered in DCM's Revision C reduce and further mitigate negative effects. The result of changes is assessed as having visual effects being closer to those of lifestyle blocks, which already occur in the area, than to the suburban blocks. I consider these effects are acceptable.

The following table of Visual Effects is extracted from my Peer Review Report of May 2022. The left side columns are from the original table, with less relevant columns hidden. The right hand column (shaded orange) updates my comments.

Table 3: Assessment of Effects on Visually Sensitive Receptors

Revised Peer Review May 2022			Comments	Addendum 5 July 2022
DCM VIEWPOINT		Residual Effect (After Mitigation)		Comments
VP 1	DCM	Less than minor		
	Peer Review	Minor	<p>Information required to clarify spatial relationship between property boundary/31F Tieko St/existing pines. Assessment relies on speculation rather than illustration through visual simulation.</p> <p>Agree that magnitude of change is “<i>moderate</i>.” Removal of mature pines has been clarified as not being confirmed. Should this occur, this could result in loss of privacy, shelter & a landmark.</p> <ul style="list-style-type: none"> • <u>If required, mitigation</u> is suggested to reduce adverse effect & promote positive effect by replacement planting of shelter belt with fast growing native species for immediate & long-term effect. 	<ul style="list-style-type: none"> • Discussions at time of review with owners of 44 Tieko St to purchase strip in Lot 19 containing mature pines. This is encouraged to continue as a potential good solution to reducing effect on neighbours.
VP 2	DCM	Less than minor		
110 Otaihanga Rd	Peer Review	More than Minor	<p>Assessment requires illustration through visual simulation. Disagree that magnitude of change is “<i>low</i>” (DCM). I consider it to be “<i>moderate</i>” and mitigated by retention of the part dune closest to Otaihanga Road.</p> <p>Disagree that the adverse effects are “<i>minor</i>” (DCM). I consider it to be “<i>moderate</i>” as the added buildings would change a view of pasture and rural ambience. This change can be accepted because space around each building site allows vegetation and screening to occur</p>	<ul style="list-style-type: none"> • Reduced number enables larger lots. This provides more space for integration by new vegetation • Form of constructed wetland remains the same due to requirement by KCDC stormwater engineers. Vegetation increased in northern edge landscape strip. Width increased from 5m to 10m increasing

			<p>This would be experienced by vehicles and recreational walkers and cyclists along Otaihanga Road. Effects for residents at 110 Otaihanga Rd are decreased due to distance from the road and vegetation within existing properties.</p> <ul style="list-style-type: none"> • <u>Mitigation</u> is suggested to reduce adverse effect further by; removal of Lot 43 or 44. An additional lot or dwelling could be added in a less prominent location e.g. near Lots 35, 36 SUGGESTED CONDITIONS 	biodiversity & local character. 5m of vegetation occurring within lots is accepted
VP 3	<i>DCM</i>	<i>Less than minor</i>		
134 Otaihanga Rd	Peer Review	More than Minor adverse	<p>See all points above. Disagree that magnitude of change is "low" (DCM). I consider it to be "moderate". Cuttriss Scheme Plans indicate, the change would be;</p> <ul style="list-style-type: none"> • Retention of roadside part of dune is positive and reduces visible effect of landform being cut up to 5m and low pasture filled • foreground will be a constructed wetland (yet to be described) with a 5m embankment between the wetland and houses. This reduces effect through distance from viewers • 5m planting to western edge to wetland is proposed. I recommend increasing depth to 10m which has been used as a buffer around remnant kanuka stands. • planting edge to constructed wetland and additional planting to road boundary and Lot 47 mitigate visual effects. 	<ul style="list-style-type: none"> • Form of constructed wetland remains the same due to requirement by KCDC stormwater engineers. Vegetation increased in northern edge landscape strip. Width increased from 5m to 10m increasing biodiversity & local character. 5m within lots is accepted. All these provide additional screening and vegetated outlook • Planting strip on western edge constructed wetland increased from 5m to 10m width. Which increases the vegetation within the foreground • Increased area of roadside dune retained improving the natural character content of this view
VP 4	<i>DCM</i>	<i>Less than minor</i>		
150 Otaihanga Rd	Peer Review	More than Minor adverse	<p>See all points above. This will be a change though the change itself is not considered negative as it can retain the "lifestyle block" character of a dwelling amongst planting Potentially the majority of Lots 23-47 and the accessway could be visible from this point.</p>	See above
VP 7	<i>DCM</i>	<i>Indiscernible</i>		
	Peer Review	Less than Minor	<p>See comment above on viewpoint & visual simulation. Effects discussed above in VP 6 are relevant to VP 7. Should pines be removed, in their place 3-4 building sites are proposed. These buildings are likely to be visible but distance from the viewers moderate the effect. I therefore consider the mitigated effects to be "less than minor," rather than "indiscernible," for vehicles. I agree effects would be <i>minor</i> and mitigated to <i>less than minor</i> for walkers, cyclists & riders.</p>	<ul style="list-style-type: none"> • Discussions at time of review with owners of 44 Tiekō St to purchase strip in Lot 19 containing mature pines. This is encouraged to continue as a potential good solution to reducing effect on neighbours.

Effects on Landscape Values

This relates to 3.5 Landscape Values in my Revised Peer Review Report of May 2022. The changes to the Southern Area made regarding the landscape values as expressed in the Operative Kapiti Coast District Plan are to;

- reduce number of dwellings by another 1
- increase sizes of lots
- retain more of existing dune form
- increase overall planting in vegetation framework.

As noted in my Revised Peer Review Report May 2022, I consider that Objectives 2.3, 2.11 and Policies for Growth Management DW1, were met in part only. The further changes are an improvement, for the reasons noted in the table below. These are considered to mitigate effects to an acceptable level.

Table 4: Assessment of Effects on Landscape Values

CHAPTER 2 OBJECTIVES:				
O2.3 <i>Development Management</i>	<u>Northern Part (Lots 1-22)</u>	Agree Achieved		
	<u>Southern Part (Lots 23-47)</u>	Agree achieved in part	Does not consolidate urban form given distance to local centres. Area plays a role in regional structure as it separates Waikanae & Otaihanga. Spreading the residential footprint into the unbuilt area can occur to some degree as long as buildings do not dominate. Successfully mitigated with conditions	<ul style="list-style-type: none"> Reduced number of lots makes effects closer to that of "lifestyle" blocks opposite Larger lots give more opportunity for each lot to be dominated by vegetation rather than by buildings
O2.11 <i>Character & Amenity Values</i>	<u>Northern Part (Lots 1-22)</u>	Agree Achieved		
	<u>Southern Part (Lots 23-47)</u>	Disagree in part A achieved in part	Most of Lots 23-47 will be visible from Otaihanga Rd & residences opposite. This is an intensity of buildings not visible elsewhere in Otaihanga. The site is not close to local centres in Mazengarb Rd (2-2.5km), approximately 5km from the Paraparaumu town centre & not immediately adjacent to existing housing. Lot size enables space for planting to integrate buildings and proposed screening at lot boundaries creates a minimum level of planting to be provided as part of the subdivision infrastructure.	<ul style="list-style-type: none"> Expansion of no build area in southern area across lots 42-46, reduces amount of dune removed. This improves effectiveness of mitigation by increasing screening of dwellings when viewed from Otaihanga Rd & retaining more of characteristic landform.
CHAPTER 2A DISTRICT-WIDE POLICIES:				
DW1 <i>Growth Management</i>	<u>Northern Part (Lots 1-22)</u>	Agree Achieved	Agree because lot size and space between buildings allows vegetation to maintain predominantly unbuilt views.	
	<u>Southern Part (Lots 23-47)</u>	Disagree in part A achieved in part	This is not anticipated as a development area nor identified as a priority area. The proposal will change the unique character of rural areas. Mitigation through increased local planting, limitation of number of lots and accessway design to be more of a vegetated rural lane than a suburban local road in character mitigates effects. Lot 105 maintains some sense of openness. The area has other more suitable locations for intensification.	<ul style="list-style-type: none"> More dense development appropriate in other locations closer to transport infrastructure, social and commercial amenities in local centres
P9.5 <i>Protect via Natural Buffers</i>	<u>Northern Part (Lots 1-22)</u>	Agree		
	<u>Southern Part (Lots 23-47)</u>	Disagree	Additional natural buffers which increase 5m planting at wetland edge to extend to 10m .CONDITION RECOMMENDED.	<ul style="list-style-type: none"> Planted edge to Constructed Wetland extended from 5m to 10m

				<ul style="list-style-type: none"> Natural buffer of existing dune in NW corner retained
CHAPTER 11 INFRASTRUCTURE				
P11.4 Managing adverse effects	Northern Part (Lots 1-22)	Agree		
	Southern Part (Lots 23-47)	Agree in part	Careful LISW design is required around northern laneway as earthworks fills an existing watercourse draining to Wetland No 1.	<ul style="list-style-type: none"> Planted watercourses declined by KCDC stormwater officers Understand that water systems have already been substantially changed by construction of SH1. Therefore, effect of filling on northern accessway is accepted

Mitigation Measures

DCM initially proposed eight mitigation measures. I continue to agree with the mitigation measures and their effectiveness for the Northern Area (Lots 1-22). These were further applied to the Southern Area. The subsequent increase in effectiveness is supported.

In summary; the revised application of mitigation measures:

- decreases area of northwest dune removed (Lots 42-46) providing screening of any future dwellings
- increases constructed wetland boundary planting improving integration & achieving a character more like the life-style blocks which exist in the area
- increases vegetation in clumps of native planting on private land to retain more local character.

I support ongoing discussions with neighbour at 44 Tiekō St to reduce effects on neighbour of tree removal, by increasing neighbour options. I understand that change to drainage patterns for Wetland 1 have already occurred with SH1 construction. This means adverse effects on Wetland 1 vegetation are less than first understood and are acceptable. I also support planting of native grasses in berm of the access road for the southern area.

	Description	Review Comment	Addendum Comments 5 July 2022
MM1	Location of house type	Diversity is positive. Adverse effects of dense housing are reduced by limiting numbers and are suitably mitigated by increased planting to property boundaries & buffer planting and more opportunities for vegetation within future lots	<ul style="list-style-type: none"> House numbers and small lot type reduced by another 1 Cluster housing as a typology was discussed as an alternative to low density as proposed as way to increase unbuilt area & allow more effective integration. This is outside the scope elected by the what the Applicant
MM2	Location of lot size	Range of lot sizes is positive. Agree in part only those adverse effects of southern part are suitably mitigated	<ul style="list-style-type: none"> Reduced number enables larger lots. Diversity of lot size & shape in southern area retained. This provides more space for integration by future vegetation
MM3	Street Amenity/LISWD	Agree in use of LISWD including swales & detention basins. Street vegetation as mitigation is positive could be more effective by increasing clusters of informal planting and minimising hard surfaces	<ul style="list-style-type: none"> Planted watercourses declined by KCDC stormwater officers Reviewer supports proposed planting of native grasses in berm to reduce maintenance & increase vegetated character Form of constructed wetland remains the same due to requirement by KCDC stormwater engineers. Vegetation increased in northern edge landscape strip. Width increased from 5m to 10m increasing biodiversity & local character. 5m within lots is accepted

			<ul style="list-style-type: none"> • Larger lots increase opportunity for unbuilt areas with good permeability. Recommend CONDITION to maintain good levels of permeability on lots
MM4	Provide walk/cycleway	Positive inclusion Distance from amenities encourages car reliance	<ul style="list-style-type: none"> • Confirmed fully public • Confirmed link continues along Tieko St to Otaihanga Rd • Remains a car based development but improves amenity for cycling & walking. Unlit walkway supported as CPTED tool
MM5	Protect Topography	East Dune protection in no build area agree is effective. Agree in part only that this is effective in southern area as large area of dune removed	<ul style="list-style-type: none"> • Expansion of no build area in southern area across lots 42-46, reduces amount of dune removed. This improves effectiveness of mitigation by increasing screening of dwellings when viewed from Otaihanga Rd & retaining more of characteristic landform. • Recommend Condition requiring vegetation to screen retaining walls above 1500mm to reduce negative visual effect • Architectural solutions e.g. pole structure, stepped levels encouraged as guidance for future residents
MM6	Fencing Type	Agree with mitigation	<ul style="list-style-type: none"> • Post & wire fences proposed for wetland edge, are supported
MM7	Protect Wetlands	Agree with mitigation of protection and buffer planting	<ul style="list-style-type: none"> • Planting strip on western edge constructed wetland increased from 5m to 10m width. 5m within lots is accepted
MM8	Protect vegetation	Agree with mitigation of protection and buffer planting	<ul style="list-style-type: none"> • Discussions at time of review with owners of 44 Tieko St to purchase strip in Lot 19 containing mature pines. This is encouraged to continue as a potential good solution to reducing effect on neighbours.

Conclusion

The DCM LVIA report identifies useful mitigation tools. These have been applied further in DCM's Revision C, in particular to the Southern Part.

I continue to consider the lesser adverse effects of the northern part make this area of the scheme acceptable. The adverse effects on landscape character and visual amenity of the southern part, have been reduced to a level which I consider acceptable. I therefore recommend the revised scheme to go forward for Resource Consent.

-----End-----

Appendix A Addendum

Drawing No 2020_142/LA/001 Revision C, *Landscape Concept Plan* dated 5 April 2022 by DCM Urban Design



APPENDIX H
Revised Plans July 2022

- NOTES:**
- THIS PLAN DEFINES THE TOPOGRAPHICAL NATURE & FEATURES OF THE SITE FOR RESOURCE CONSENT PURPOSES & IS NOT TO BE RELIED UPON FOR ANY OTHER PURPOSE WITHOUT THE CONSENT OF CUTTRISS CONSULTANTS LIMITED
 - DIMENSIONS AND AREAS SHOWN ON THIS SCHEME PLAN WILL BE SUBJECT TO FINAL LAND TRANSFER SURVEY
 - COORDINATES ARE IN TERMS OF NEW ZEALAND GEODETIC 2000 DATUM, WANGANUI CIRCUIT.
 - LEVELS ARE IN TERMS OF MEAN SEA LEVEL WELLINGTON VERTICAL DATUM 1953. ORIGIN OF LEVELS: OT 11 DP 82978 RL 5.806, ELLIPSOIDAL HEIGHT CONVERSION, 18 JULY 2019
 - NOT ALL INTERESTS ON THE RECORD OF TITLE MAY BE SHOWN ON THIS PLAN, AND SHOULD BE INVESTIGATED FURTHER
 - SERVICES HAVE BEEN LOCATED ON SITE WHERE POSSIBLE, OTHERWISE SHOWN FROM KCDC RECORDS, AND SHOULD BE VERIFIED ON SITE
 - CONTOUR INTERVAL: 1.0m
 - SURVEYED BY: N TAYLOR & S TURKINGTON, 18 JULY 2019
 - INSTRUMENT USED: TRIMBLE GPS RTK R10 VRS & DJI PHANTOM 4 PRO
 - BOUNDARY LEVELS FOR DETERMINATION OF CRITICAL RECESSION PLANES MUST BE CONFIRMED PRIOR TO ANY APPLICATION FOR BUILDING CONSENT
 - BOUNDARY INFORMATION HAS BEEN SOURCED FROM INFORMATION PROVIDED BY LINZ XML & HAS NOT BEEN VERIFIED ON SITE
 - ALL ELECTRONIC CAD DATA MUST BE READ IN CONJUNCTION WITH THESE NOTES
 - NATURAL WETLAND EXTENT & KĀNUKA EXTENT TAKEN FROM INFORMATION SUPPLIED BY WILDLANDS ECOLOGY, RECEIVED 22-09-2020.
 - PART LOT 2 DP 57614, PART LOT 5 DP 84524, PART LOT 2 DP 303764 & SECTION 4 SO 469849 ARE TO BE AMALGAMATED AND ARE INTENDED TO BECOME LOT 5 DP 570061
- LEGEND**
- BOUNDARY EASEMENT
 - 40m OFFSET FROM EDGE OF HIGHWAY
 - 80m OFFSET FROM EDGE OF HIGHWAY
 - DEVELOPMENT SITE
 - NOTIONAL 20m BUILDING CIRCLE
 - NATURAL WETLAND EXTENT



REVISION DETAILS	NAME	DATE
M RIGHT OF WAY DETAILS ADDED	NHT	09/21
N LOTS REMOVED, BOUNDARY AMENDMENTS	NHT	04/22
O DETAIL ADDED & PLANS COMPILED	JLG	05/22
P LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

ISSUED

PROJECT
PROPOSED SUBDIVISION
 PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971, SECS 25, 27 & 31 SO 505428, 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA
SCHEME PLAN - DEVELOPMENT OVERVIEW

CLIENT
MANSELL

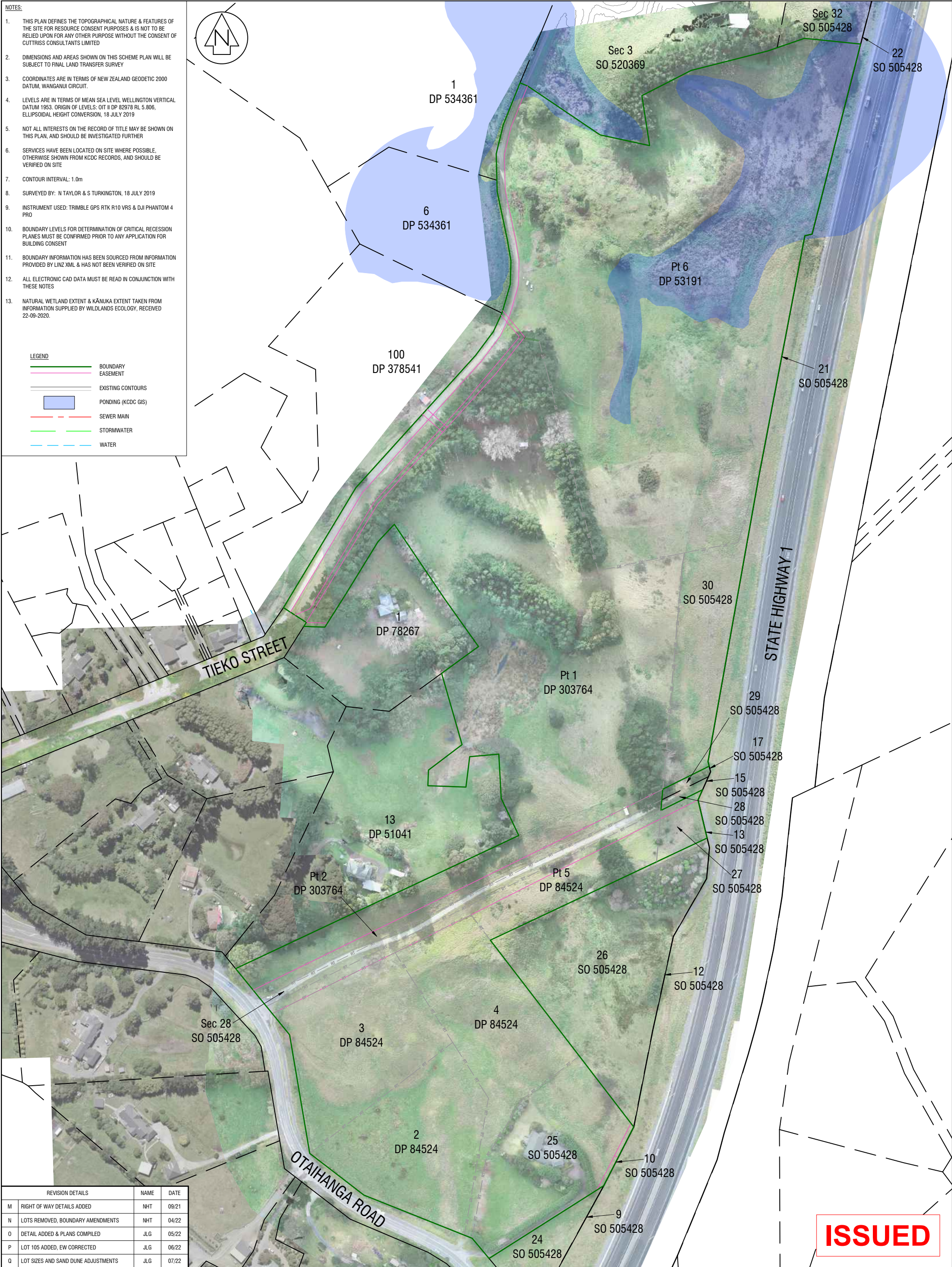
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FIELDWORK	NHT	DATE	07/19
DESIGNED	NHT	DATE	11/20
DRAWN	NHT	DATE	11/20
CHECKED	NKT	DATE	11/20
DRAWING NUMBER		22208 SCH1	
SHEET		1 OF 25 SHEETS	
REVISION		Q	

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LEGEND

	BOUNDARY EASEMENT
	EXISTING CONTOURS
	PONDING (KDCDC GIS)
	SEWER MAIN
	STORMWATER
	WATER



REVISION DETAILS	NAME	DATE
M RIGHT OF WAY DETAILS ADDED	NHT	09/21
N LOTS REMOVED, BOUNDARY AMENDMENTS	NHT	04/22
O DETAIL ADDED & PLANS COMPILED	JLG	05/22
P LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

ISSUED



PROJECT
PROPOSED SUBDIVISION
 PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971, SECS 25, 27 & 31 SO 505428, 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA
SCHEME PLAN - EXISTING SITE

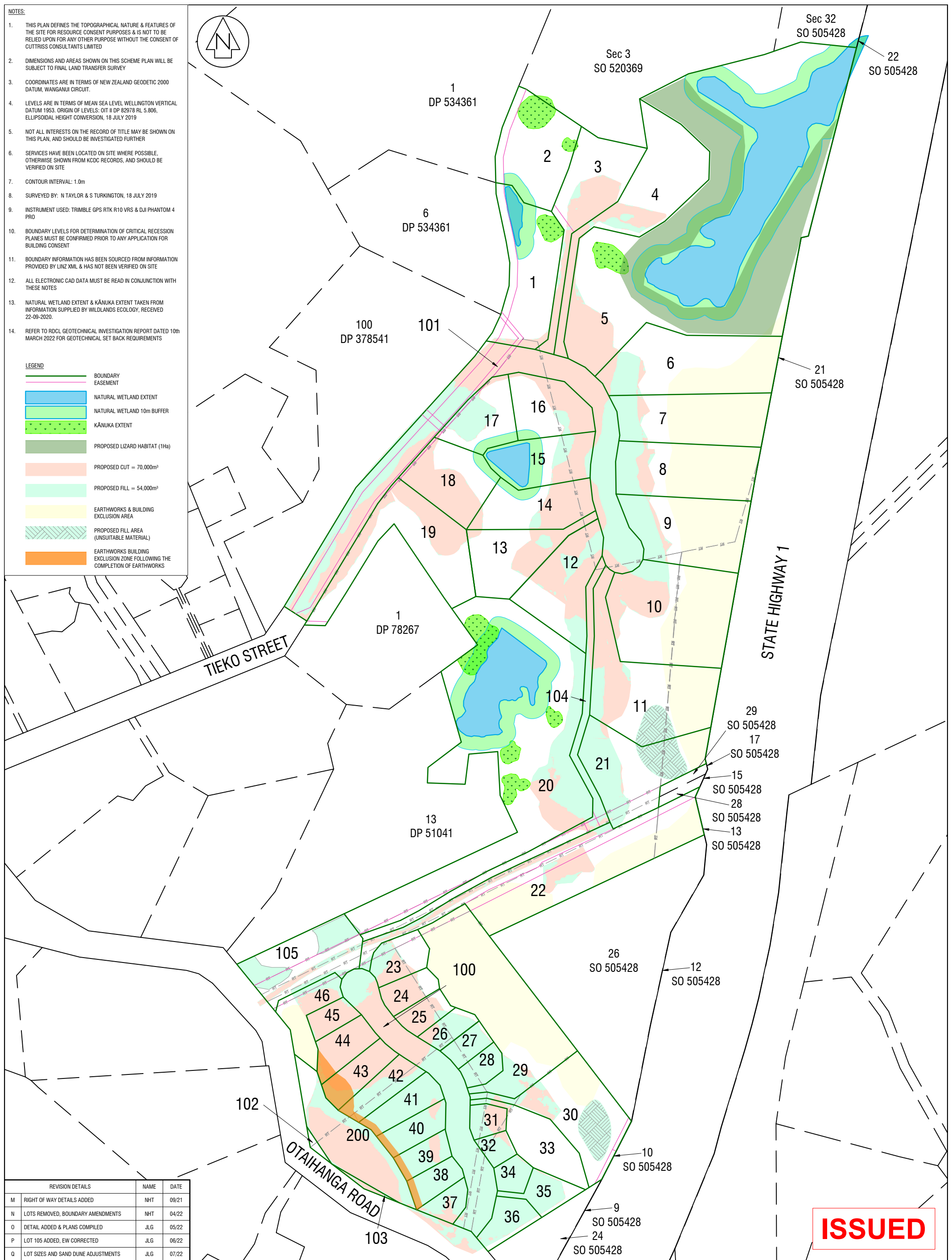
CLIENT
MANSELL

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DESIGNED	NHT	DATE	11/20
DRAWN	NHT	DATE	11/20
CHECKED	NKT	DATE	11/20
DRAWING NUMBER		22208 SCH1	
SHEET		2 OF 25 SHEETS	
REVISION		Q	

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 - CONTOUR INTERVAL: 1.0m
 - SURVEYED BY: N TAYLOR & S TURKINGTON, 18 JULY 2019
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 - REFER TO RDCL GEOTECHNICAL INVESTIGATION REPORT DATED 10th MARCH 2022 FOR GEOTECHNICAL SET BACK REQUIREMENTS



- LEGEND**
- BOUNDARY EASEMENT
 - NATURAL WETLAND EXTENT
 - NATURAL WETLAND 10m BUFFER
 - KĀNUKA EXTENT
 - PROPOSED LIZARD HABITAT (1Ha)
 - PROPOSED CUT = 70,000m³
 - PROPOSED FILL = 54,000m³
 - EARTHWORKS & BUILDING EXCLUSION AREA
 - PROPOSED FILL AREA (UNSUITABLE MATERIAL)
 - EARTHWORKS BUILDING EXCLUSION ZONE FOLLOWING THE COMPLETION OF EARTHWORKS



REVISION DETAILS	NAME	DATE
M RIGHT OF WAY DETAILS ADDED	NHT	09/21
N LOTS REMOVED, BOUNDARY AMENDMENTS	NHT	04/22
O DETAIL ADDED & PLANS COMPILED	JLG	05/22
P LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

ISSUED

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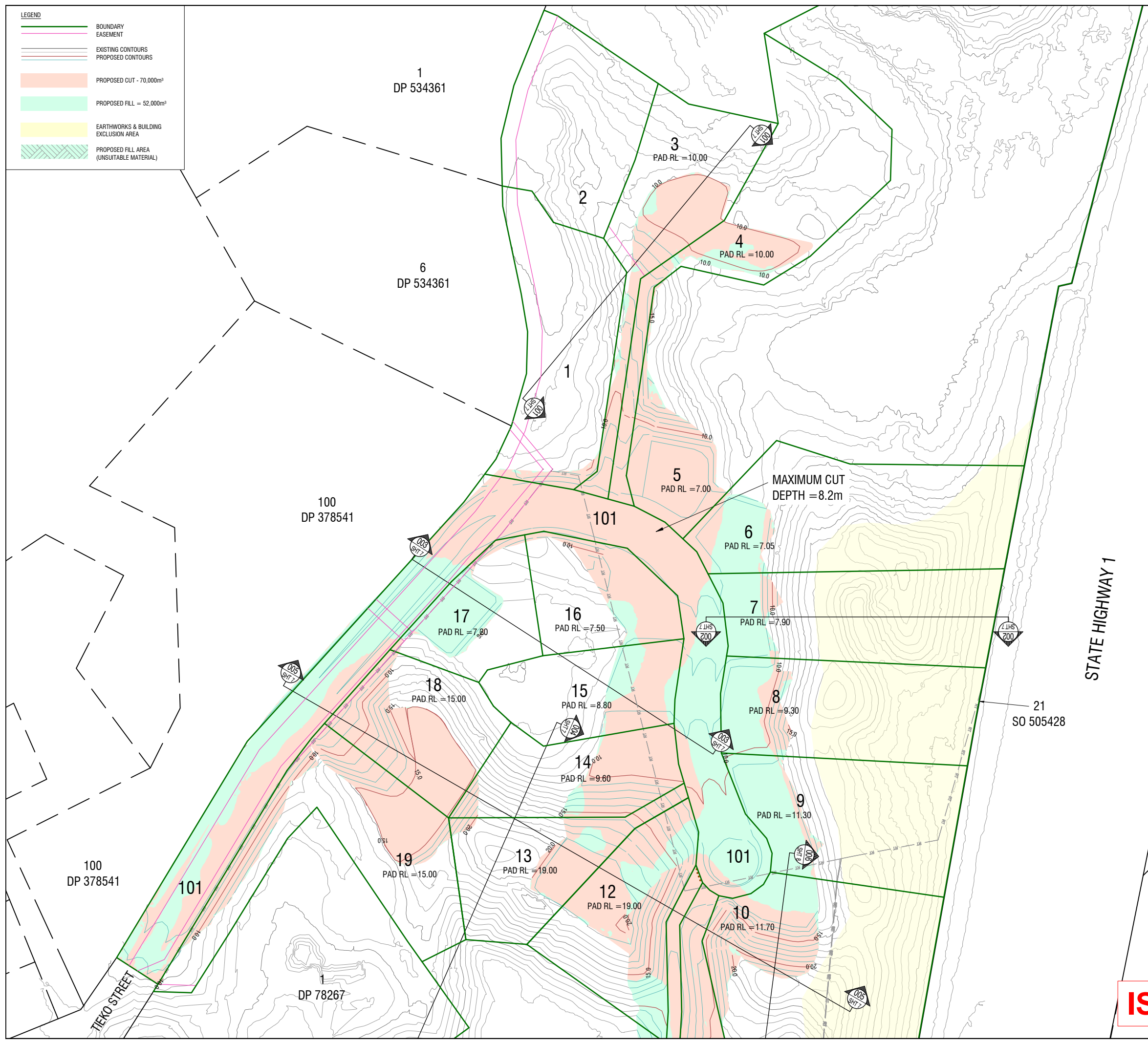
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 SCHEME PLAN - ECOLOGICAL CONSTRAINTS & EARTHWORKS

CLIENT
 MANSELL

SCALE			REDUCED SCALE		
A1	1:1250		A3	1:2500	
FIELDWORK	NAME	DATE	DRAWING NUMBER		
NHT	NHT	07/19	22208 SCH1		
DESIGNED	NAME	DATE	SHEET	OF	SHEETS
NHT	NHT	11/20			
DRAWN	NAME	DATE	REVISION		
NHT	NHT	11/20			
CHECKED	NAME	DATE			
NKT	NKT	11/20			

LEGEND

	BOUNDARY EASEMENT
	EXISTING CONTOURS
	PROPOSED CONTOURS
	PROPOSED CUT - 70,000m³
	PROPOSED FILL = 52,000m³
	EARTHWORKS & BUILDING EXCLUSION AREA
	PROPOSED FILL AREA (UNSUITABLE MATERIAL)



REVISION DETAILS		NAME	DATE
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N	LOTS REMOVED, BOUNDARIES AMENDED	NHT	04/22
O	DETAIL ADDED & PLANS COMPILED	JLG	05/22
P	LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q	LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

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 - EXISTING EASEMENTS TO BE SURRENDERED AS NECESSARY.
 - EXTENT OF UNSUITABLE MATERIAL DISPOSAL AREAS TO BE CONFIRMED DURING CONSTRUCTION.
 - REFER TO RDCL GEOTECHNICAL INVESTIGATION REPORT DATED 10th MARCH 2022 FOR GEOTECHNICAL SET BACK REQUIREMENTS

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 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA

SCHEME PLAN
EARTHWORKS 01

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DESIGNED NHT	DATE 11/20
DRAWN NHT	DATE 11/20
CHECKED NKT	DATE 11/20
DRAWING NUMBER 22208 SCH1	
SHEET 4 OF 25 SHEETS	
REVISION	Q

ISSUED



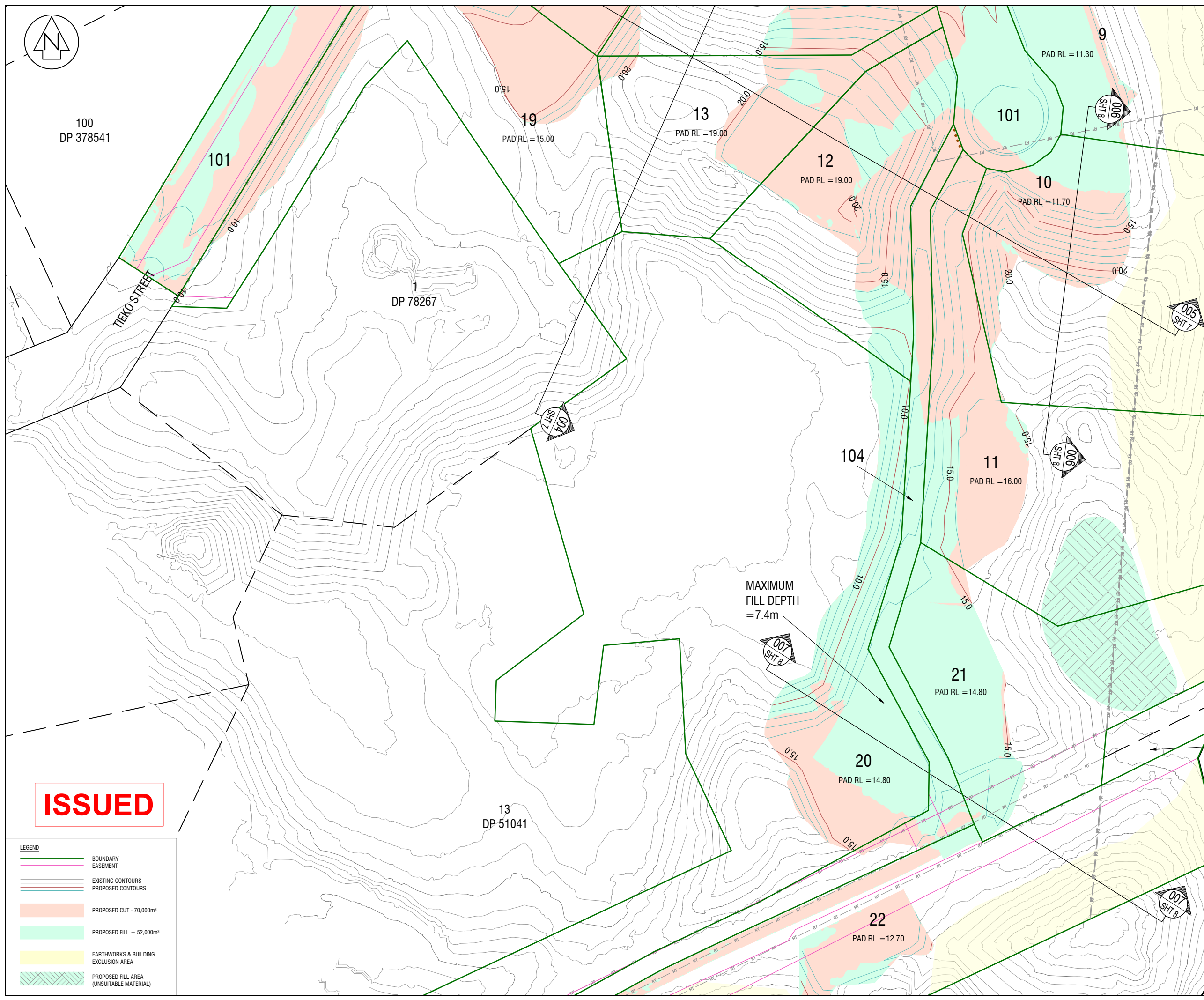
100
DP 378541

DP 78267

13
DP 51041

ISSUED

LEGEND	
	BOUNDARY EASEMENT
	EXISTING CONTOURS
	PROPOSED CONTOURS
	PROPOSED CUT - 70,000m ³
	PROPOSED FILL = 52,000m ³
	EARTHWORKS & BUILDING EXCLUSION AREA
	PROPOSED FILL AREA (UNSUITABLE MATERIAL)



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 - LEVELS ARE IN TERMS OF MEAN SEA LEVEL WELLINGTON VERTICAL DATUM 1953. ORIGIN OF LEVELS: OIT II DP 82978 RL 5.806, ELLIPSOIDAL HEIGHT CONVERSION, 18 JULY 2019
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 - SERVICES HAVE BEEN LOCATED ON SITE WHERE POSSIBLE, OTHERWISE SHOWN FROM KCDC RECORDS, AND SHOULD BE VERIFIED ON SITE
 - CONTOUR INTERVAL: 1.0m
 - SURVEYED BY: N TAYLOR & S TURKINGTON, 18 JULY 2019
 - INSTRUMENT USED: TRIMBLE GPS RTK R10 VRS & DJI PHANTOM 4 PRO
 - BOUNDARY LEVELS FOR DETERMINATION OF CRITICAL RECESSON PLANES MUST BE CONFIRMED PRIOR TO ANY APPLICATION FOR BUILDING CONSENT
 - BOUNDARY INFORMATION HAS BEEN SOURCED FROM INFORMATION PROVIDED BY LINZ XML & HAS NOT BEEN VERIFIED ON SITE
 - ALL ELECTRONIC CAD DATA MUST BE READ IN CONJUNCTION WITH THESE NOTES
 - WETLAND EXTENT & KĀNUKA EXTENT TAKEN FROM INFORMATION SUPPLIED BY WILDLANDS ECOLOGY, RECEIVED 22-09-2020.
 - EXISTING EASEMENTS TO BE SURRENDERED AS NECESSARY.
 - EXTENT OF UNSUITABLE MATERIAL DISPOSAL AREAS TO BE CONFIRMED DURING CONSTRUCTION.
 - REFER TO RDCL GEOTECHNICAL INVESTIGATION REPORT DATED 10th MARCH 2022 FOR GEOTECHNICAL SET BACK REQUIREMENTS

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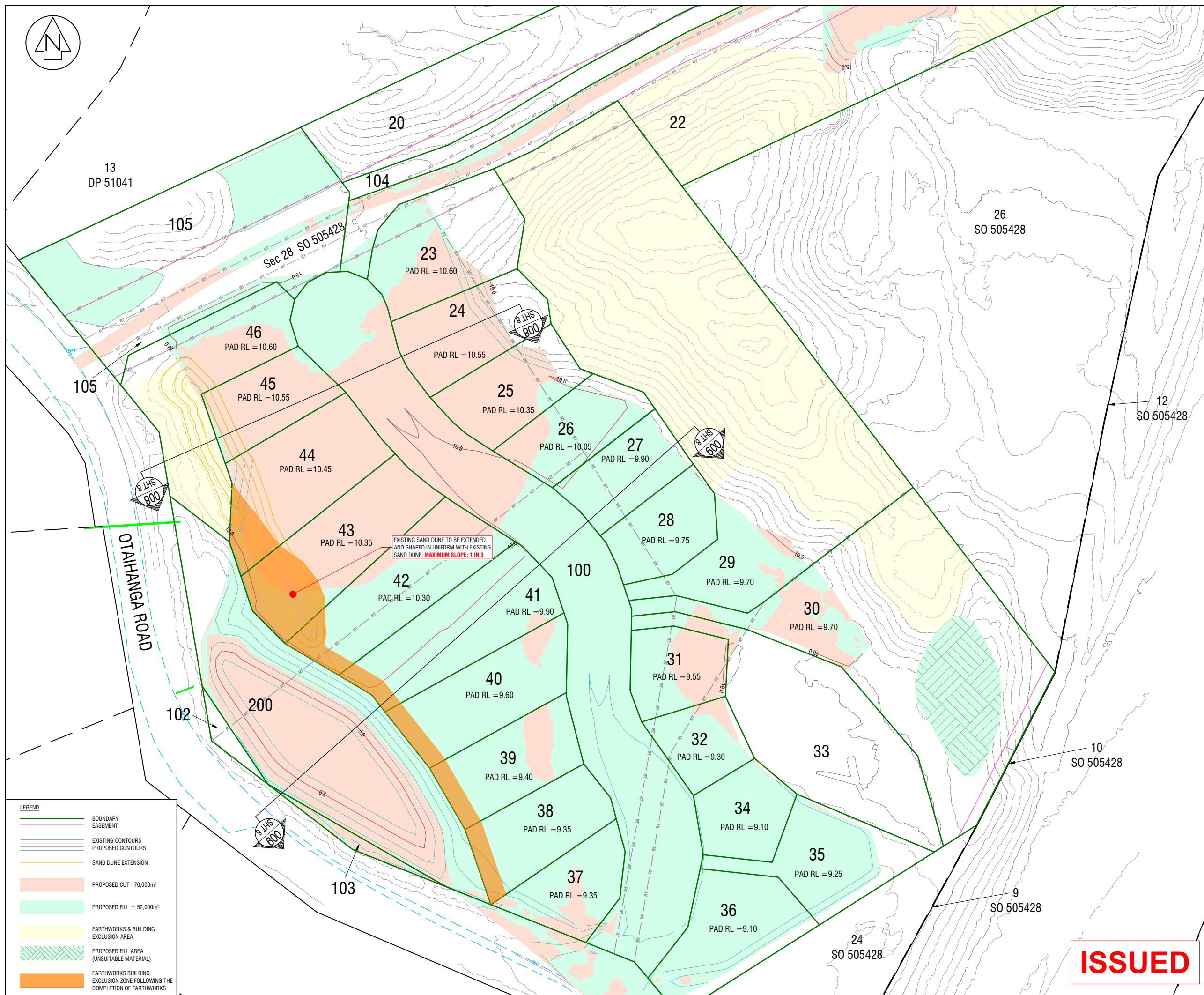
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CLIENT
MANSELL

PROJECT
PROPOSED SUBDIVISION
PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971, SECS 25, 27 & 31 SO 505428 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA

SCHEME PLAN
EARTHWORKS 02

SCALE A1 - 1:500	REDUCED SCALE A3 - 1:1000
FIELDWORK NHT 07/19	DESIGNED NHT 11/20
DRAWN NHT 11/20	CHECKED NKT 11/20
DRAWING NUMBER 22208 SCH1	
SHEET 5 OF 25 SHEETS	
REVISION Q	



LEGEND	
	BOUNDARY EASEMENT
	EXISTING CONTOURS
	PROPOSED CONTOURS
	SAND DUNE EXTENSION
	PROPOSED CUT - 70,000m ³
	PROPOSED FILL = 52,000m ³
	EARTHWORKS & BUILDING EXCLUSION AREA
	PROPOSED FILL AREA (UNSUITABLE MATERIAL)
	EARTHWORKS BUILDING EXCLUSION ZONE FOLLOWING THE COMPLETION OF EARTHWORKS

REVISION DETAILS		NAME	DATE
M	RIGHT OF WAY DETAILS ADDED	NHT	09/21
N	LOTS REMOVED, BOUNDARIES AMENDED	NHT	04/22
O	DETAIL ADDED & PLANS COMPILED	JLG	05/22
P	LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q	LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

- NOTES:
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 - CONTOUR INTERVAL: 1.0m
 - SURVEYED BY: N TAYLOR & S TURKINGTON, 18 JULY 2019
 - INSTRUMENT USED: TRIMBLE GPS RTK R10 VRS & DJI PHANTOM 4 PRO
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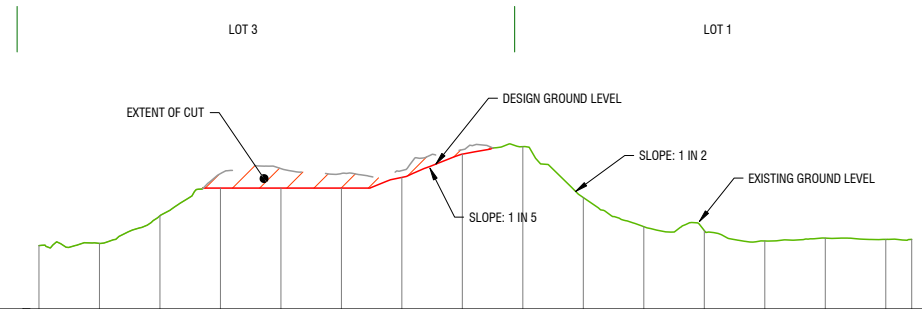
CLIENT
MANSELL

PROJECT
PROPOSED SUBDIVISION
PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971, SECS 25, 27 & 31 SO 505428 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA

SCHEME PLAN
EARTHWORKS 03

SCALE A1 - 1:500	REDUCED SCALE A3 - 1:1000
FIELDWORK NHT 07/19	DESIGNED NHT 11/20
DRAWN NHT 11/20	CHECKED NKT 11/20
DRAWING NUMBER 22208 SCH1	
SHEET 6 OF 25 SHEETS	
REVISION Q	

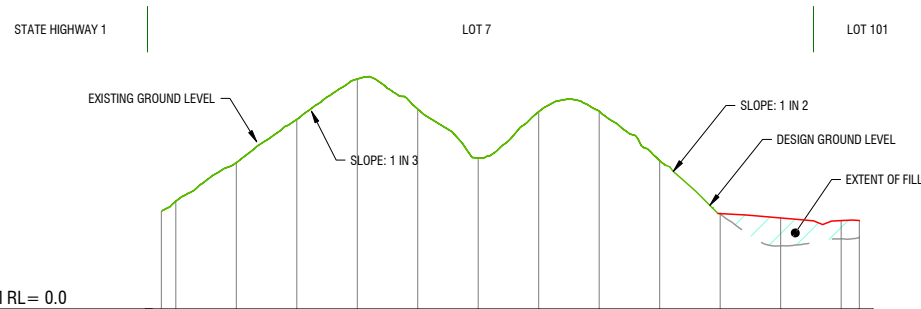
ISSUED



DATUM RL = 0.0

DESIGN LEVELS	10.00																
EXISTING GROUND LEVELS	5.25	5.43	7.71	11.19	11.61	11.21	11.45	10.88	13.17	13.43	9.22	6.81	6.49	5.63	5.86	5.76	5.76
CUT OR FILL DEPTHS	0.00	0.00	0.00	-1.19	-1.61	-1.21	-0.57	-0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CHAINAGES (DESIGN CENTRELINE)	0.00	10.00	20.00	30.00	40.00	50.00	60.00	70.00	80.00	90.00	100.00	110.00	120.00	130.00	140.00	144.29	0.00

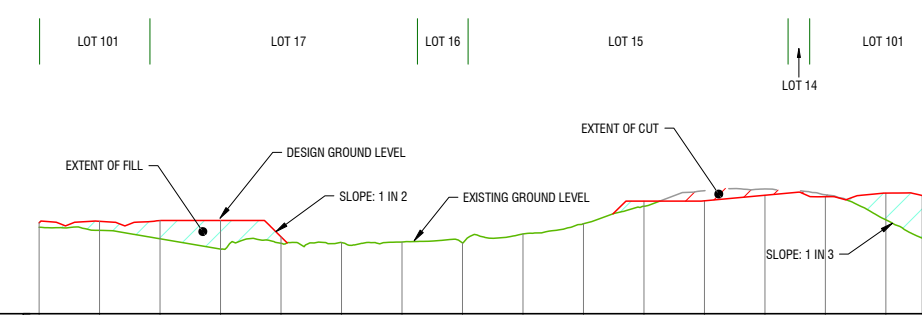
01 EW CROSS SECTION
SHT 4 HORIZONTAL SCALE: 1:500
VERTICAL SCALE 1:250



DATUM RL = 0.0

DESIGN LEVELS	7.89																
EXISTING GROUND LEVELS	8.10	8.91	12.09	15.67	19.02	16.54	12.47	16.32	16.37	12.28	7.86	7.53	7.32	7.32	5.91	5.91	5.91
CUT OR FILL DEPTHS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	2.31	1.51	1.40	1.40	1.40	1.40
CHAINAGES (DESIGN CENTRELINE)	7.61	10.00	20.00	30.00	40.00	50.00	60.00	70.00	80.00	90.00	100.00	110.00	120.00	123.00	123.00	123.00	123.00

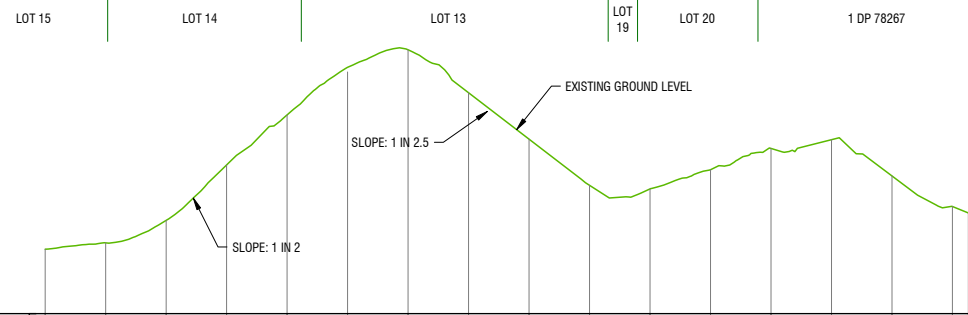
02 EW CROSS SECTION
SHT 4 HORIZONTAL SCALE: 1:500
VERTICAL SCALE 1:250



DATUM RL = -0.5

DESIGN LEVELS	7.00																
EXISTING GROUND LEVELS	6.64	7.13	7.19	7.20	5.85	5.37	5.41	5.34	6.08	6.93	8.37	9.66	9.32	9.16	9.46	9.26	9.26
CUT OR FILL DEPTHS	0.38	0.74	1.51	2.37	0.54	0.00	0.00	0.00	0.00	0.00	0.43	-0.84	-0.52	-0.16	0.21	0.33	0.33
CHAINAGES (DESIGN CENTRELINE)	0.00	10.00	20.00	30.00	40.00	50.00	60.00	70.00	80.00	90.00	100.00	110.00	120.00	130.00	140.00	146.00	146.00

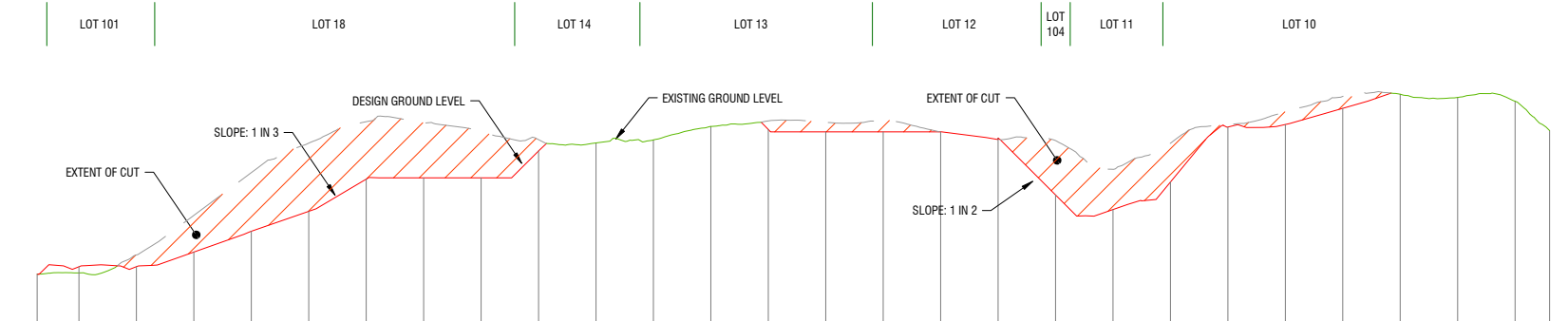
03 EW CROSS SECTION
SHT 4 HORIZONTAL SCALE: 1:500
VERTICAL SCALE 1:250



DATUM RL = 0.5

DESIGN LEVELS	12.79																
EXISTING GROUND LEVELS	5.92	6.35	8.20	12.79	16.92	20.86	22.30	18.75	14.92	11.10	10.80	12.39	14.15	14.88	11.88	9.35	8.82
CUT OR FILL DEPTHS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CHAINAGES (DESIGN CENTRELINE)	0.00	10.00	20.00	30.00	40.00	50.00	60.00	70.00	80.00	90.00	100.00	110.00	120.00	130.00	140.00	150.00	152.63

04 EW CROSS SECTION
SHT 4 HORIZONTAL SCALE: 1:500
VERTICAL SCALE 1:250



DATUM RL = 1.5

EXISTING GROUND LEVELS	6.60																										
CUT OR FILL DEPTHS	0.00	0.54	-1.02	-3.19	-5.10	-5.93	-5.00	-4.78	-3.97	-0.99	0.00	0.00	-0.75	-0.82	-1.02	0.03	0.15	-4.73	-3.51	-3.37	-0.17	-1.11	-1.04	0.00	0.00	0.00	0.00
DESIGN LEVELS	6.60	7.26	7.27	8.54	10.35	12.08	14.88	15.00	15.00	17.34	18.03	18.29	19.20	19.00	19.00	19.00	18.48	13.51	12.24	14.63	19.42	19.64	21.05	22.27	21.99	21.66	19.11
CHAINAGES (DESIGN CENTRELINE)	2.71	10.00	20.00	30.00	40.00	50.00	60.00	70.00	80.00	90.00	100.00	110.00	120.00	130.00	140.00	150.00	160.00	170.00	180.00	190.00	200.00	210.00	220.00	230.00	240.00	250.00	266.00

05 EW CROSS SECTION
SHT 4 HORIZONTAL SCALE: 1:500
VERTICAL SCALE 1:250

REVISION DETAILS		NAME	DATE
M	RIGHT OF WAY DETAILS ADDED	NHT	09/21
N	LOTS REMOVED, BOUNDARIES AMENDED	NHT	04/22
O	DETAIL ADDED & PLANS COMPILED	JLG	05/22
P	LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q	LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

- NOTES:
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 - CONTOUR INTERVAL: 1.0m
 - SURVEYED BY: N TAYLOR & S TURKINGTON, 18 JULY 2019
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PROJECT
PROPOSED SUBDIVISION
PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971, SECS 25, 27 & 31 SO 505428
131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA

SCHEME PLAN
EARTHWORKS
CROSS SECTIONS 01

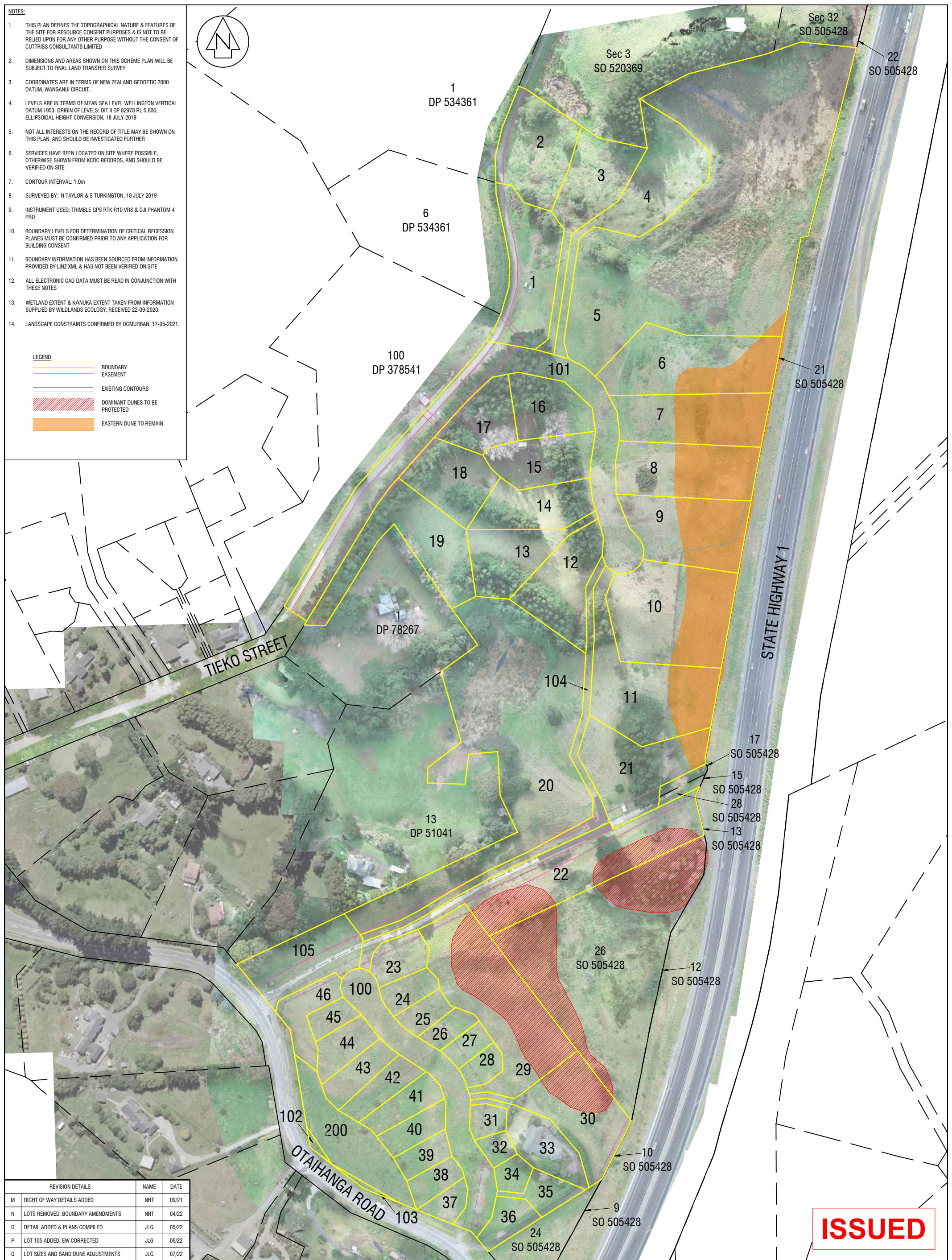
SCALE		REDUCED SCALE	
A1 - AS SHOWN		A3 - AS SHOWN	
FIELDWORK	NHT	07/19	22208 SCH1
DESIGNED	NHT	11/20	
DRAWN	NHT	11/20	SHEET 7 OF 25 SHEETS
CHECKED	NKT	11/20	
DRAWING NUMBER		REVISION	
		Q	

ISSUED

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 - CONTOUR INTERVAL: 1.0m
 - SURVEYED BY: N TAYLOR & S TURKINGTON, 18 JULY 2019
 - INSTRUMENT USED: TRIMBLE GPS RTK R10 VRS & DJI PHANTOM 4 PRO
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 - LANDSCAPE CONSTRAINTS CONFIRMED BY DCMURBAN, 17-05-2021.



- LEGEND**
- BOUNDARY EASEMENT
 - EXISTING CONTOURS
 - DOMINANT DUNES TO BE PROTECTED
 - EASTERN DUNE TO REMAIN



REVISION DETAILS	NAME	DATE
M RIGHT OF WAY DETAILS ADDED	NHT	09/21
N LOTS REMOVED, BOUNDARY AMENDMENTS	NHT	04/22
O DETAIL ADDED & PLANS COMPILED	JLG	05/22
P LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

ISSUED



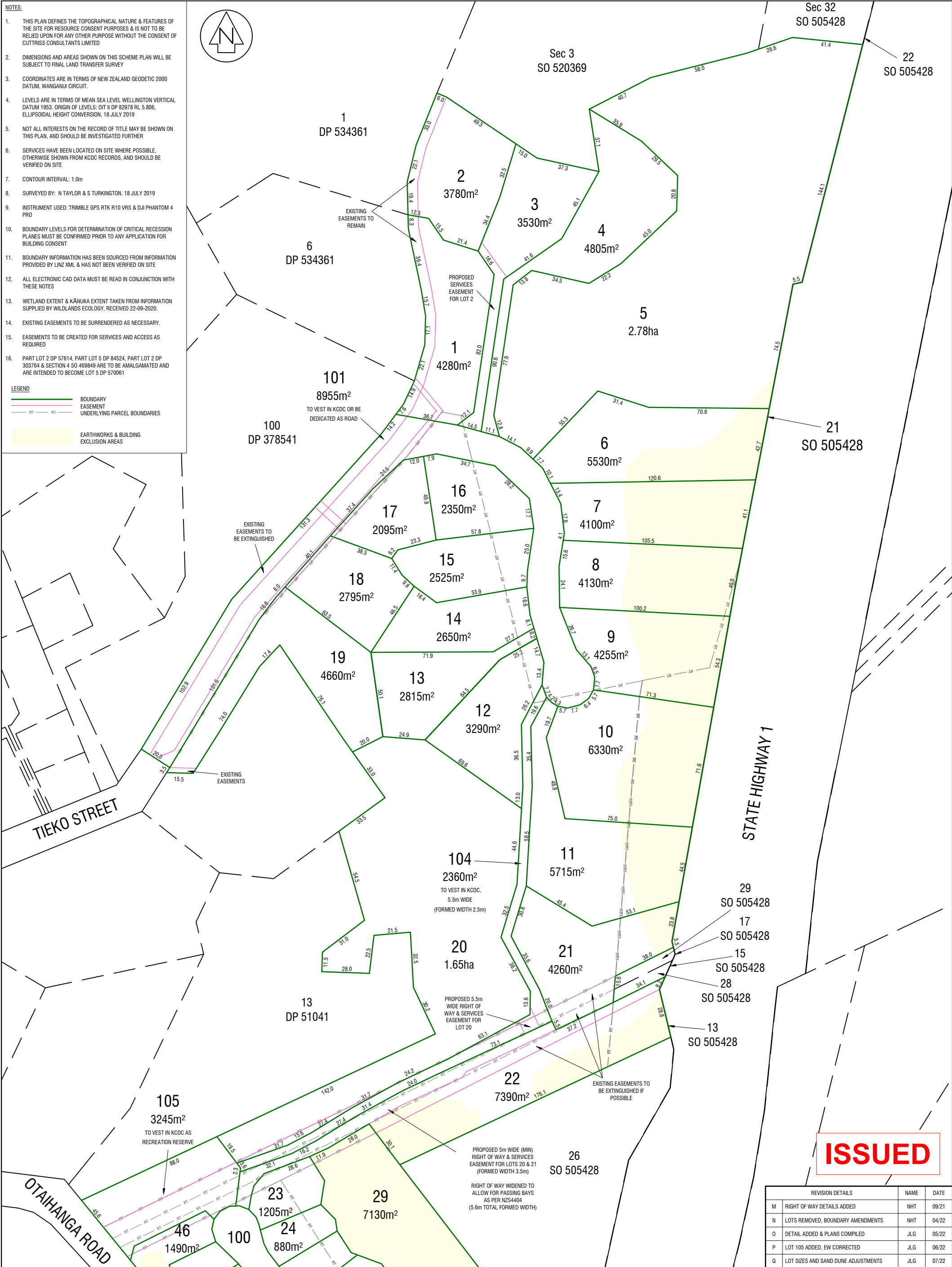
PROJECT
 PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971, SECS 25, 27 & 31 SO 505428, 131-155 OTAI HANGA RD & 48-58 TIEKO ST, OTAI HANGA
SCHEME PLAN - LANDSCAPE CONSTRAINTS
 CLIENT
MANSELL

SCALE		A1 1:1250		REDUCED SCALE A3-1:2500	
FIELDWORK	NHT	DATE	07/19	DRAWING NUMBER	
DESIGNED	NHT	DATE	11/20	22208 SCH1	
DRAWN	NHT	DATE	11/20	SHEET	9 OF 25 SHEETS
CHECKED	NKT	DATE	11/20	REVISION	Q

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 - EASEMENTS TO BE CREATED FOR SERVICES AND ACCESS AS REQUIRED
 - PART LOT 2 DP 57614, PART LOT 5 DP 84524, PART LOT 2 DP 303764 & SECTION 4 SO 469849 ARE TO BE AMALGAMATED AND ARE INTENDED TO BECOME LOT 5 DP 570061



- LEGEND**
- BOUNDARY EASEMENT UNDERLYING PARCEL BOUNDARIES
 - RT RT
 - EARTHWORKS & BUILDING EXCLUSION AREAS



ISSUED

REVISION DETAILS		NAME	DATE
M	RIGHT OF WAY DETAILS ADDED	NHT	09/21
N	LOTS REMOVED, BOUNDARY AMENDMENTS	NHT	04/22
O	DETAIL ADDED & PLANS COMPILED	JLG	05/22
P	LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q	LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

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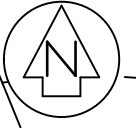
PROJECT
 PROPOSED SUBDIVISION
 PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971,
 SECS 25, 27 & 31 SO 505428, 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA
 SCHEME PLAN - LEGAL 01

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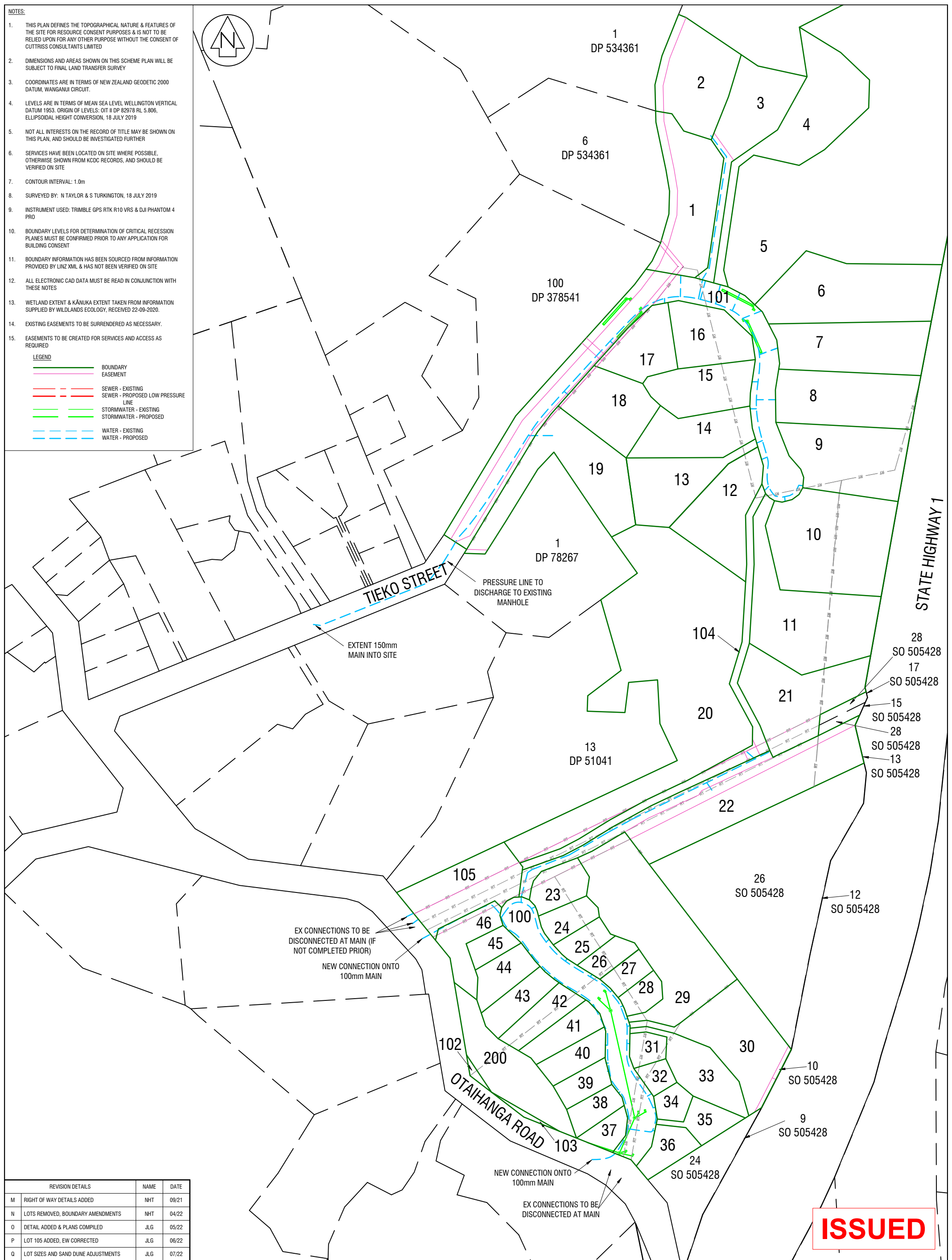
SCALE	A1 1:1000	REDUCED SCALE	A3-1:2000
FIELDWORK	NHT	DATE	07/19
DESIGNED	NHT	DATE	11/20
DRAWN	NHT	DATE	11/20
CHECKED	NKT	DATE	11/20
DRAWING NUMBER		22208 SCH1	
SHEET		10 OF 25 SHEETS	
REVISION		Q	

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 - EXISTING EASEMENTS TO BE SURRENDERED AS NECESSARY.
 - EASEMENTS TO BE CREATED FOR SERVICES AND ACCESS AS REQUIRED



LEGEND

	BOUNDARY
	EASEMENT
	SEWER - EXISTING
	SEWER - PROPOSED LOW PRESSURE LINE
	STORMWATER - EXISTING
	STORMWATER - PROPOSED
	WATER - EXISTING
	WATER - PROPOSED



REVISION DETAILS	NAME	DATE
M RIGHT OF WAY DETAILS ADDED	NHT	09/21
N LOTS REMOVED, BOUNDARY AMENDMENTS	NHT	04/22
O DETAIL ADDED & PLANS COMPILED	JLG	05/22
P LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

ISSUED

PROJECT
PROPOSED SUBDIVISION
 PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971, SECS 25, 27 & 31 SO 505428, 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA
SCHEME PLAN - SERVICES

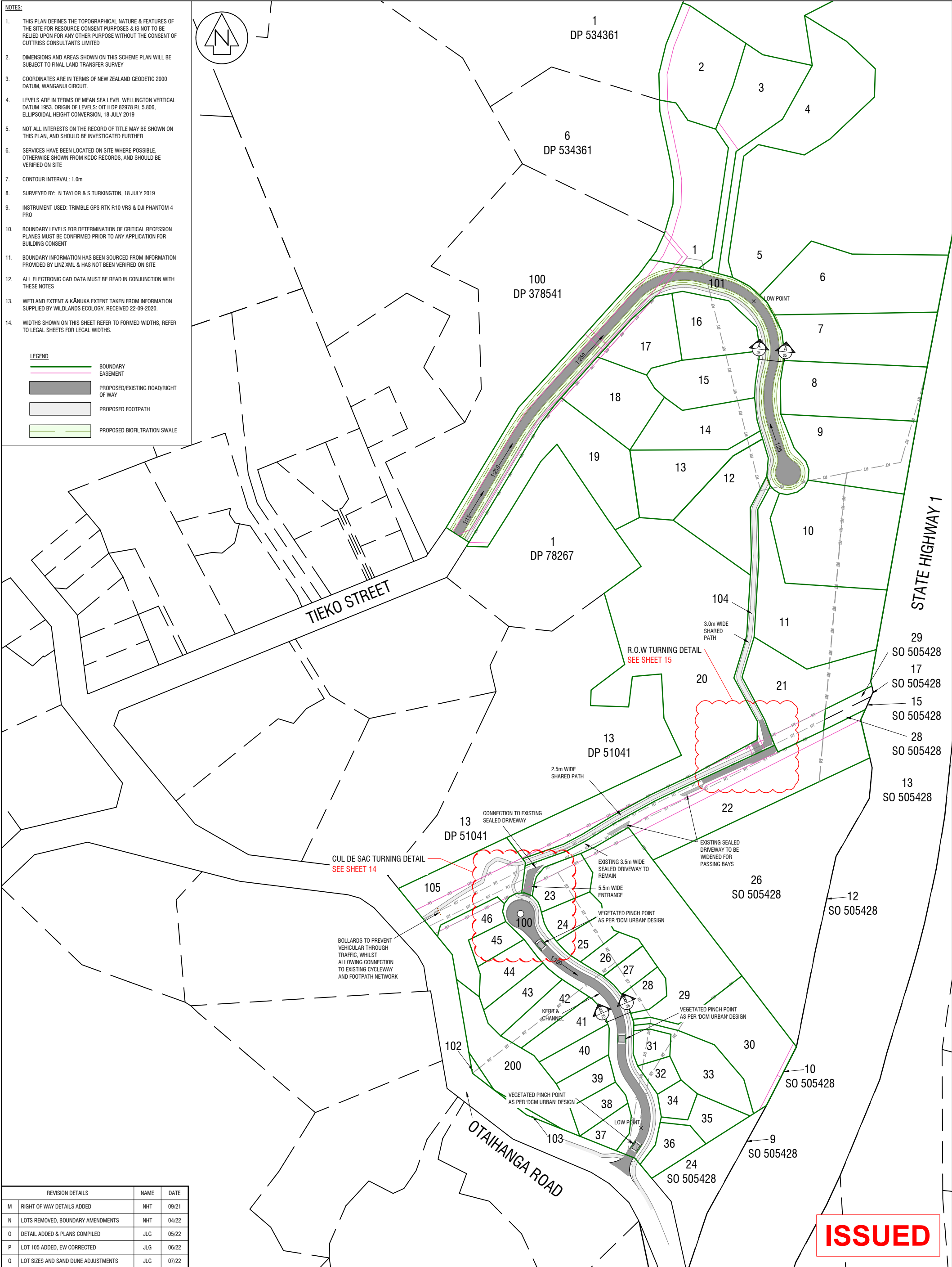
CLIENT
MANSELL

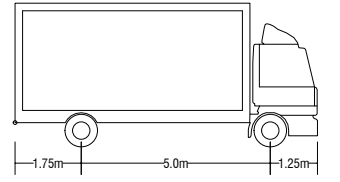
SCALE A1 1:1250			REDUCED SCALE A3-1:2500		
FIELDWORK	NHT	07/19	DRAWING NUMBER 22208 SCH1		
DESIGNED	NHT	11/20	SHEET 12 OF 25 SHEETS		
DRAWN	NHT	11/20	REVISION Q		
CHECKED	NKT	11/20			

- NOTES:**
- THIS PLAN DEFINES THE TOPOGRAPHICAL NATURE & FEATURES OF THE SITE FOR RESOURCE CONSENT PURPOSES & IS NOT TO BE RELIED UPON FOR ANY OTHER PURPOSE WITHOUT THE CONSENT OF CUTTRISS CONSULTANTS LIMITED
 - DIMENSIONS AND AREAS SHOWN ON THIS SCHEME PLAN WILL BE SUBJECT TO FINAL LAND TRANSFER SURVEY
 - COORDINATES ARE IN TERMS OF NEW ZEALAND GEODETTIC 2000 DATUM, WANGANUI CIRCUIT.
 - LEVELS ARE IN TERMS OF MEAN SEA LEVEL WELLINGTON VERTICAL DATUM 1953. ORIGIN OF LEVELS: OIT II DP 82978 RL 5.806, ELLIPSOIDAL HEIGHT CONVERSION, 18 JULY 2019
 - NOT ALL INTERESTS ON THE RECORD OF TITLE MAY BE SHOWN ON THIS PLAN, AND SHOULD BE INVESTIGATED FURTHER
 - SERVICES HAVE BEEN LOCATED ON SITE WHERE POSSIBLE, OTHERWISE SHOWN FROM KDCDC RECORDS, AND SHOULD BE VERIFIED ON SITE
 - CONTOUR INTERVAL: 1.0m
 - SURVEYED BY: N TAYLOR & S TURKINGTON, 18 JULY 2019
 - INSTRUMENT USED: TRIMBLE GPS RTK R10 VRS & DJI PHANTOM 4 PRO
 - BOUNDARY LEVELS FOR DETERMINATION OF CRITICAL RECEPTION PLANES MUST BE CONFIRMED PRIOR TO ANY APPLICATION FOR BUILDING CONSENT
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 - ALL ELECTRONIC CAD DATA MUST BE READ IN CONJUNCTION WITH THESE NOTES
 - WETLAND EXTENT & KĀNUKA EXTENT TAKEN FROM INFORMATION SUPPLIED BY WILDLANDS ECOLOGY, RECEIVED 22-09-2020.
 - WIDTHS SHOWN ON THIS SHEET REFER TO FORMED WIDTHS, REFER TO LEGAL SHEETS FOR LEGAL WIDTHS.

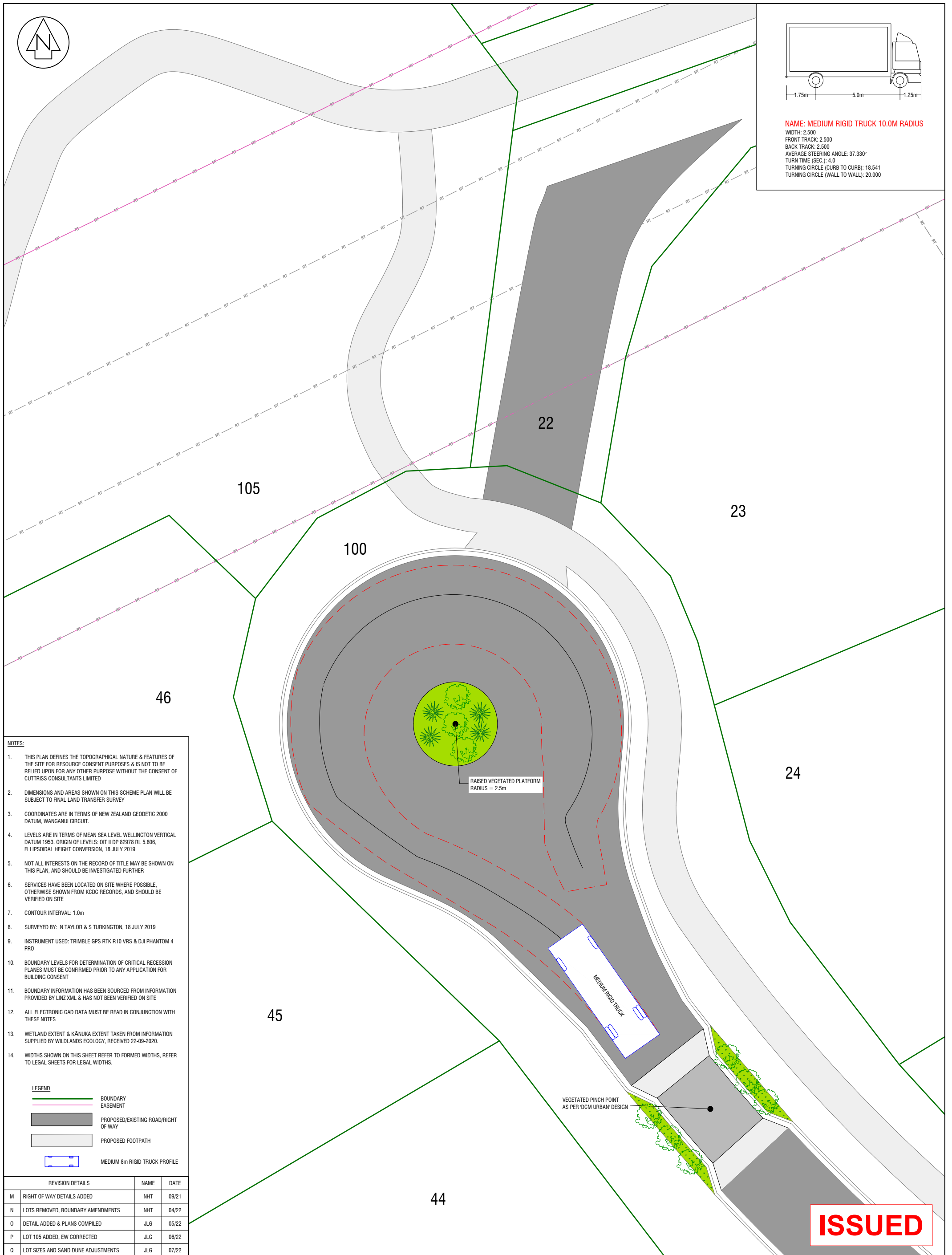


- LEGEND**
- BOUNDARY EASEMENT
 - PROPOSED/EXISTING ROAD/RIGHT OF WAY
 - PROPOSED FOOTPATH
 - PROPOSED BIOFILTRATION SWALE





NAME: MEDIUM RIGID TRUCK 10.0M RADIUS
 WIDTH: 2.500
 FRONT TRACK: 2.500
 BACK TRACK: 2.500
 AVERAGE STEERING ANGLE: 37.330°
 TURN TIME (SEC): 4.0
 TURNING CIRCLE (CURB TO CURB): 18.541
 TURNING CIRCLE (WALL TO WALL): 20.000



NOTES:

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LEGEND

	BOUNDARY
	EASEMENT
	PROPOSED/EXISTING ROAD/RIGHT OF WAY
	PROPOSED FOOTPATH
	MEDIUM 8m RIGID TRUCK PROFILE

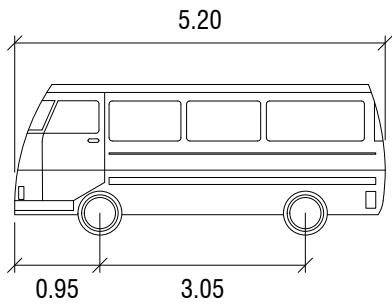
REVISION DETAILS	NAME	DATE
M RIGHT OF WAY DETAILS ADDED	NHT	09/21
N LOTS REMOVED, BOUNDARY AMENDMENTS	NHT	04/22
O DETAIL ADDED & PLANS COMPILED	JLG	05/22
P LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

ISSUED



PROJECT
 PROPOSED SUBDIVISION
 PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971,
 SECS 25, 27 & 31 SO 505428, 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA
 CLIENT
MANSELL

SCALE	A1 1:100	REDUCED SCALE	A3-1:200
FIELDWORK	NHT	DATE	07/19
DESIGNED	NHT	DATE	11/20
DRAWN	NHT	DATE	11/20
CHECKED	NKT	DATE	11/20
DRAWING NUMBER		22208 SCH1	
SHEET		14	OF 25 SHEETS
REVISION		Q	



PASSENGER-VAN DETAILS

WIDTH : 1.94m
 TRACK : 1.84m
 LOCK TO LOCK TIME : 6.0
 STEERING ANGLE : 33.6



REVISION DETAILS		NAME	DATE
M	RIGHT OF WAY DETAILS ADDED	NHT	09/21
N	LOTS REMOVED, BOUNDARIES AMENDED	NHT	04/22
O	DETAIL ADDED & PLANS COMPILED	JLG	05/22
P	LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q	LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

- NOTES:**
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LEGEND

	BOUNDARY
	EASEMENT
	FENCE
	VEHICLE PROFILE
	POST AND RAIL FENCE W/ REFLECTORS

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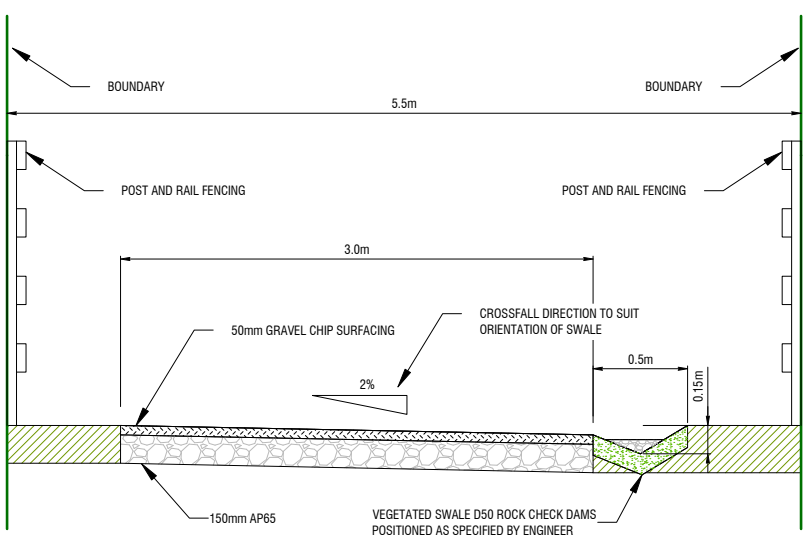
CLIENT
MANSELL

PROJECT
PROPOSED SUBDIVISION
 PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971, SECS 25, 27 & 31 SO 505428
 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA

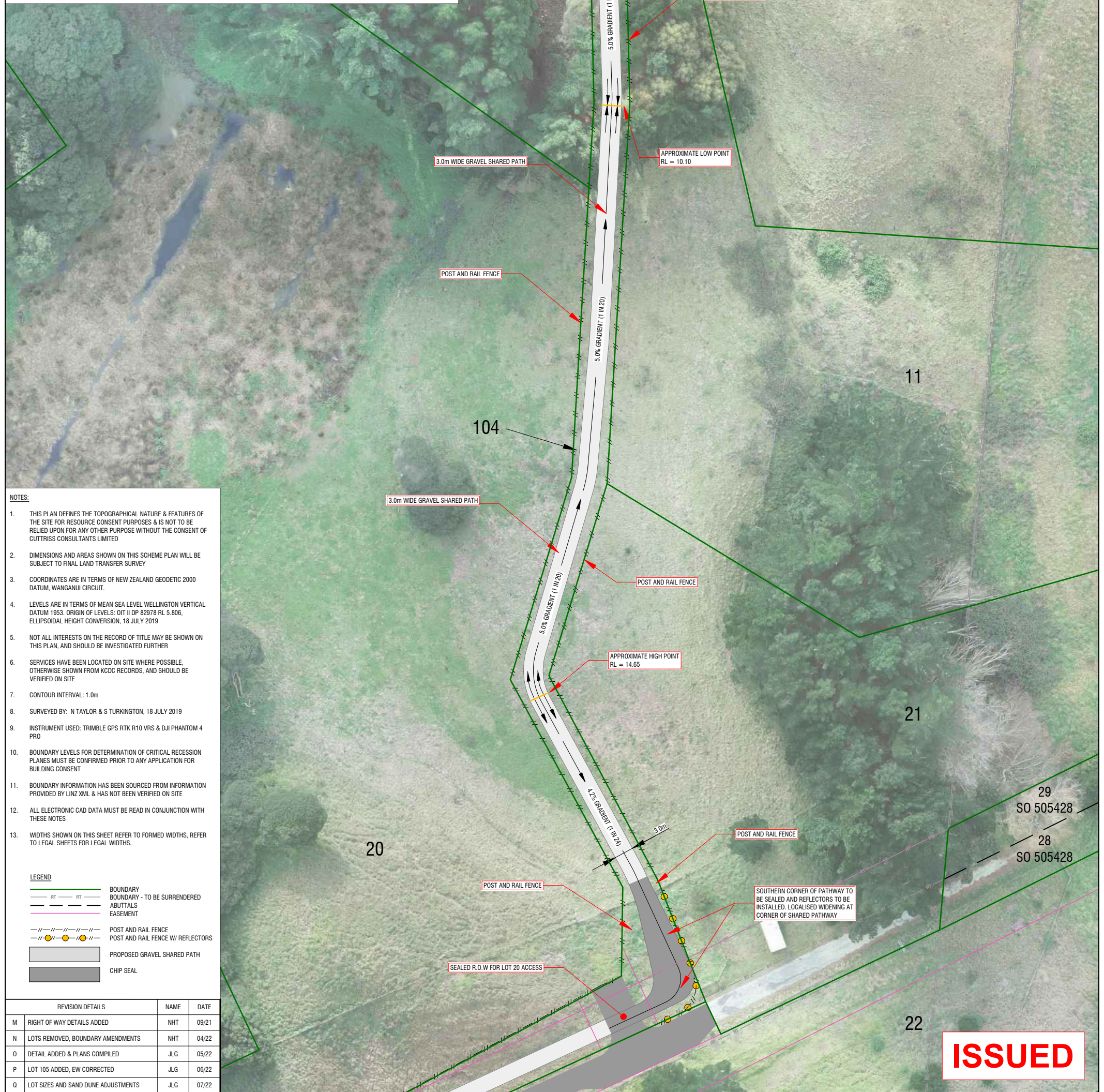
**SCHEME PLAN
 RIGHT OF WAY DETAIL**

SCALE A1 - 1:100		REDUCED SCALE A3 - 1:200	
NAME	DATE	DRAWING NUMBER	
FIELDWORK	NHT 07/19	22208 SCH1	
DESIGNED	NHT 11/20	SHEET	15 OF 25 SHEETS
DRAWN	NHT 11/20	REVISION	Q
CHECKED	NKT 11/20		

ISSUED



SHARED PATHWAY - TYPICAL CROSS SECTION
(NOT TO SCALE)



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LEGEND

	BOUNDARY
	BOUNDARY - TO BE SURRENDERED
	ABUTTALS
	EASEMENT
	POST AND RAIL FENCE
	POST AND RAIL FENCE W/ REFLECTORS
	PROPOSED GRAVEL SHARED PATH
	CHIP SEAL

REVISION DETAILS	NAME	DATE
M RIGHT OF WAY DETAILS ADDED	NHT	09/21
N LOTS REMOVED, BOUNDARY AMENDMENTS	NHT	04/22
O DETAIL ADDED & PLANS COMPILED	JLG	05/22
P LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

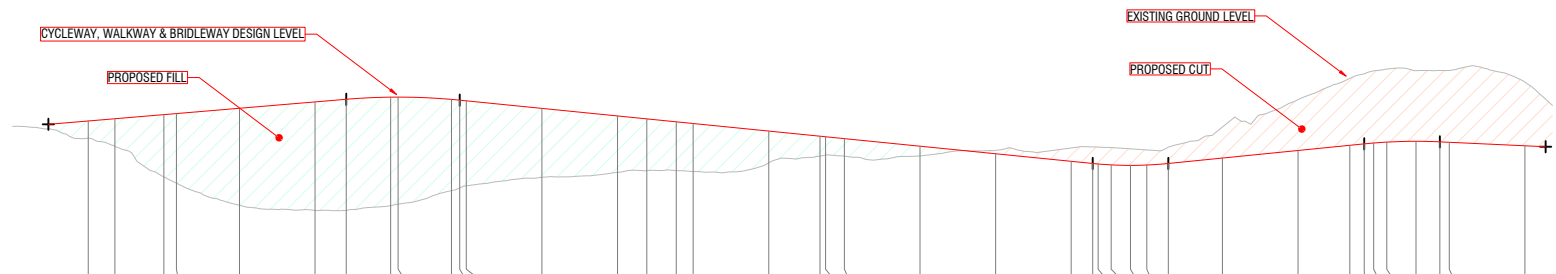
ISSUED



PROJECT
PROPOSED SUBDIVISION
 PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971, SECS 25, 27 & 31 SO 505428, 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA
SCHEME PLAN - SHARED PATH DETAIL

CLIENT
MANSELL

SCALE	A1 1:300	REDUCED SCALE	A3 - 1:600
FIELDWORK	NHT 07/19	DRAWING NUMBER	
DESIGNED	NHT 11/20	22208 SCH1	
DRAWN	NHT 11/20	SHEET	16 OF 25 SHEETS
CHECKED	NKT 11/20	REVISION	Q



DATUM RL = 2.0

VERTICAL GEOMETRY	G=1 IN 24		K=1.6 L=15.0m		G=1 IN -20		K=1.0 L=10.0m		G=1 IN 20		K=1.4 L=10.0m		G=1 IN -43	
HORIZONTAL GEOMETRY	L=13.5m		R=-30m		L=28.5m		R=10m		L=25.8m		R=-20m		L=19m	
EXISTING GROUND LEVELS	12.69	11.91	11.37	9.35	8.94	7.48	7.13	7.14	7.45	7.54	8.44	8.44	8.76	9.33
CUT OR FILL DEPTHS		1.14	1.83	4.12	4.60	6.41	7.18	7.35	7.18	7.09	6.04	6.04	5.62	4.56
DESIGN CENTRELINE LEVELS		13.05	13.20	13.47	13.54	13.89	14.31	14.48	14.63	14.63	14.48	14.43	14.38	13.88
CHAINAGES (DESIGN CENTRELINE)	0.00	10.00	13.83	20.00	21.67	30.00	40.00	44.13	50.00	50.88	58.04	59.13	60.00	70.00

SHARED PATHWAY LONGSECTION
HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:250

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 - CONTOUR INTERVAL: 1.0m
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 - INSTRUMENT USED: TRIMBLE GPS RTK R10 VRS & DJI PHANTOM 4 PRO
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 - WIDTHS SHOWN ON THIS SHEET REFER TO FORMED WIDTHS, REFER TO LEGAL SHEETS FOR LEGAL WIDTHS.

REVISION DETAILS	NAME	DATE
M RIGHT OF WAY DETAILS ADDED	NHT	09/21
N LOTS REMOVED, BOUNDARY AMENDMENTS	NHT	04/22
O DETAIL ADDED & PLANS COMPILED	JLG	05/22
P LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

ISSUED



PROJECT
PROPOSED SUBDIVISION
 PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971,
 SECS 25, 27 & 31 SO 505428, 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA
SCHEME PLAN - SHARED PATH LONGSECTION

CLIENT
MANSELL

SCALE			REDUCED SCALE		
A1 AS SHOWN			A3 - AS SHOWN		
FIELDWORK	NAME	DATE	DRAWING NUMBER		
DESIGNED	NHT	07/19	22208 SCH1		
DRAWN	NHT	11/20	SHEET	17	OF 25 SHEETS
CHECKED	NKT	11/20	REVISION		Q



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 3. LEVELS ARE IN TERMS OF MEAN SEA LEVEL WELLINGTON VERTICAL DATUM 1953. ORIGIN OF LEVELS: OIT 11 DP 378541, SOURCED FROM LINZ ELLIPSOIDAL HEIGHT CONVERSION, NOVEMBER 2020.
 4. SURVEYED BY: N TAYLOR, R EVANS 05-11-2020.
 5. INSTRUMENT USED: TRIMBLE GPS RTK & DJI PHANTOM 4 PRO.

LEGEND

	BOUNDARY
	PROPOSED WHEEL STOPS ALONG EDGE OF SEAL
	EXISTING EDGE OF SEAL TO REMAIN
	EXISTING EDGE OF SEAL TO BE MODIFIED
	PROPOSED FOOTPATH
	PROPOSED/EXISTING STREETLIGHT

ISSUED



PROJECT **PROPOSED SUBDIVISION PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971, SECS 25, 27 & 31 SO 505428, 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA**

SCHEME PLAN - TIEKO STREET UPGRADE 01

CLIENT **MANSELL**

REVISION DETAILS		NAME	DATE	SCALE A1 1:500	REDUCED SCALE A3 - 1:1000
L	LOT 104 & RIGHT OF WAY AMENDED	NHT	08/21		
M	RIGHT OF WAY DETAILS ADDED	NHT	09/21		
N	LOTS REMOVED, BOUNDARY AMENDMENTS	NHT	04/22		
O	DETAIL ADDED & PLANS COMPILED	JLG	05/22		
P	LOT 105 ADDED, EW CORRECTED	JLG	06/22		

FIELDWORK	NHT	07/19	22208 SCH1
DESIGNED	NHT	11/20	
DRAWN	NHT	11/20	SHEET 18 OF 25 SHEETS
CHECKED	NKT	11/20	REVISION Q



NOTES:

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4. SURVEYED BY: N TAYLOR, R EVANS 05-11-2020.
5. INSTRUMENT USED: TRIMBLE GPS RTK & DJI PHANTOM 4 PRO.

LEGEND

- BOUNDARY
- PROPOSED WHEEL STOPS ALONG EDGE OF SEAL
- EXISTING EDGE OF SEAL TO REMAIN
- EXISTING EDGE OF SEAL TO BE MODIFIED
- PROPOSED FOOTPATH
- PROPOSED STREETLIGHT

ROAD MARKING TO BE ADJUSTED TO PROVIDE APPROPRIATE SIGHTLINE FOR NEW INTERSECTION

GIVEWAY TRIANGLE SYMBOL (RURAL DIMENSION) TO BE INSTALLED AS PER: **MOSTAM**

RG-6 GIVEWAY SIGN TO BE INSTALLED AS PER: **MOSTAM**

RG-20 SINGLE LANE PRIORITY & PW-43 ROAD NARROWS SIGN

NEW STREET LIGHT TO BE INSTALLED

PROPOSED CONCRETE WHEEL STOPS

YELLOW 'NO STOP' LINES

PROPOSED CONCRETE WHEEL STOPS

ROAD TO BE NARROWED TO 4m (SINGLE LANE). WHEEL STOPS TO BE INSTALLED TO DELINEATE MOVEMENT LANE FROM BERM AND FOOTPATH

AS PER **MOSTAM**, MINIMUM LENGTH OF CENTERLINE = 50m (RURAL DIMENSIONS)

INSET A - SIGHT LINE LOOKING NORTH

ISSUED

REVISION DETAILS		NAME	DATE	SCALE A1 1:200		REDUCED SCALE A3 - 1:400		
L	LOT 104 & RIGHT OF WAY AMENDED	NHT	08/21					
M	RIGHT OF WAY DETAILS ADDED	NHT	09/21					
N	LOTS REMOVED, BOUNDARY AMENDMENTS	NHT	04/22	FIELDWORK	NHT	07/19	DRAWING NUMBER 22208 SCH1	
O	DETAIL ADDED & PLANS COMPILED	JLG	05/22	DESIGNED	NHT	11/20		
P	LOT 105 ADDED, EW CORRECTED	JLG	06/22	DRAWN	NHT	11/20		
				CHECKED	NKT	11/20		
							SHEET 19 OF 25 SHEETS	
							REVISION	Q



ISSUED

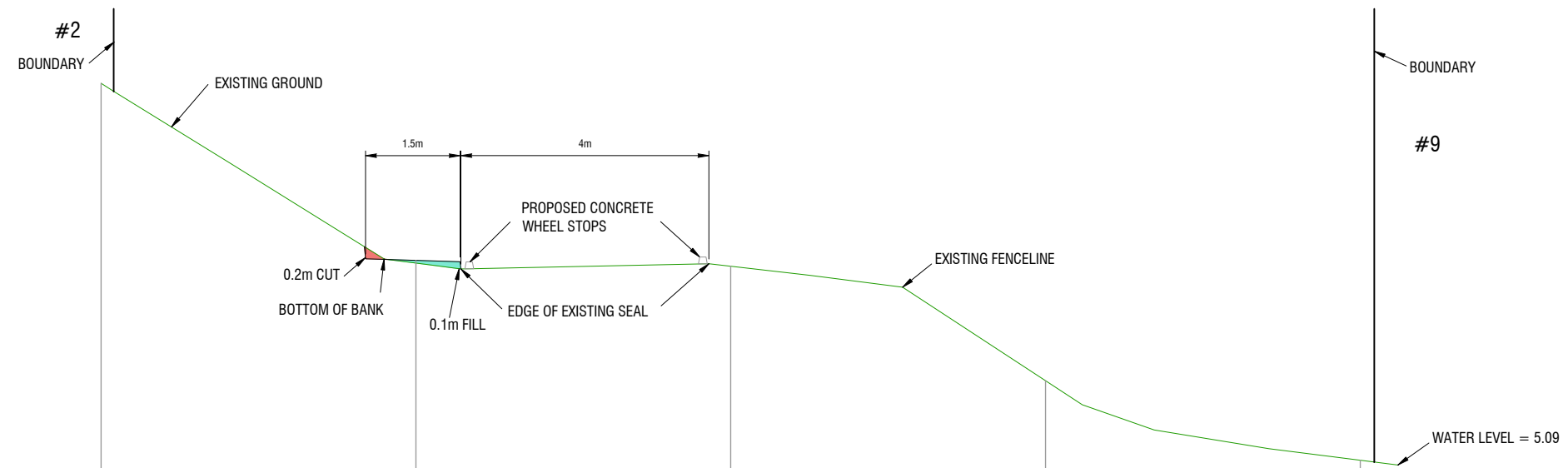
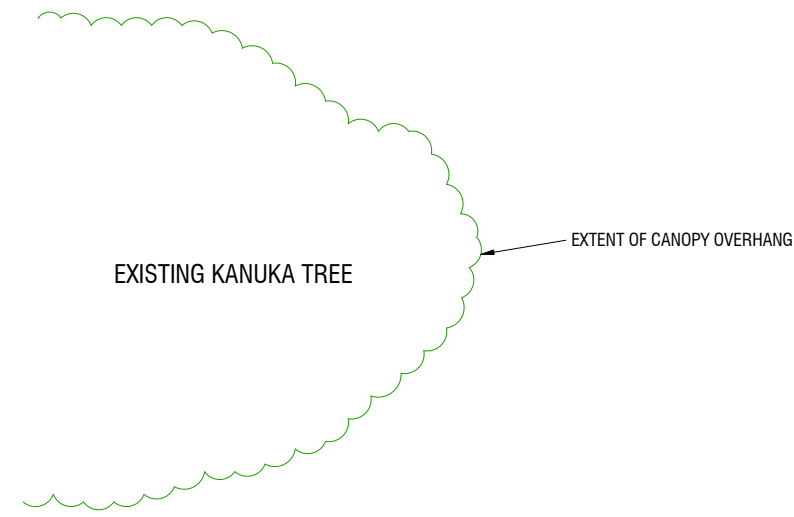
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 - SURVEYED BY: N TAYLOR, R EVANS 05-11-2020.
 - INSTRUMENT USED: TRIMBLE GPS RTK & DJI PHANTOM 4 PRO.

LEGEND

	BOUNDARY
	PROPOSED WHEEL STOPS ALONG EDGE OF SEAL
	EXISTING EDGE OF SEAL TO REMAIN
	EXISTING EDGE OF SEAL TO BE MODIFIED
	PROPOSED FOOTPATH
	PROPOSED STREETLIGHT
	PROPOSED STREET SIGN

REVISION DETAILS		NAME	DATE
L	LOT 104 & RIGHT OF WAY AMENDED	NHT	08/21
M	RIGHT OF WAY DETAILS ADDED	NHT	09/21
N	LOTS REMOVED, BOUNDARY AMENDMENTS	NHT	04/22
O	DETAIL ADDED & PLANS COMPILED	JLG	05/22
P	LOT 105 ADDED, EW CORRECTED	JLG	06/22

SCALE A1 1:100	REDUCED SCALE A3 - 1:200
FIELDWORK	NHT 07/19
DESIGNED	NHT 11/20
DRAWN	NHT 11/20
CHECKED	NKT 11/20
DRAWING NUMBER 22208 SCH1	
SHEET 20 OF 25 SHEETS	
REVISION	Q



A
SHT 19

CROSS SECTION AA DATUM = 4

DESIGN LEVEL		8.34			
GROUND LEVEL	11.15	8.3	8.25	6.43	5.17
CHAINAGE	0	5	10	15	20

NOTES:

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ISSUED

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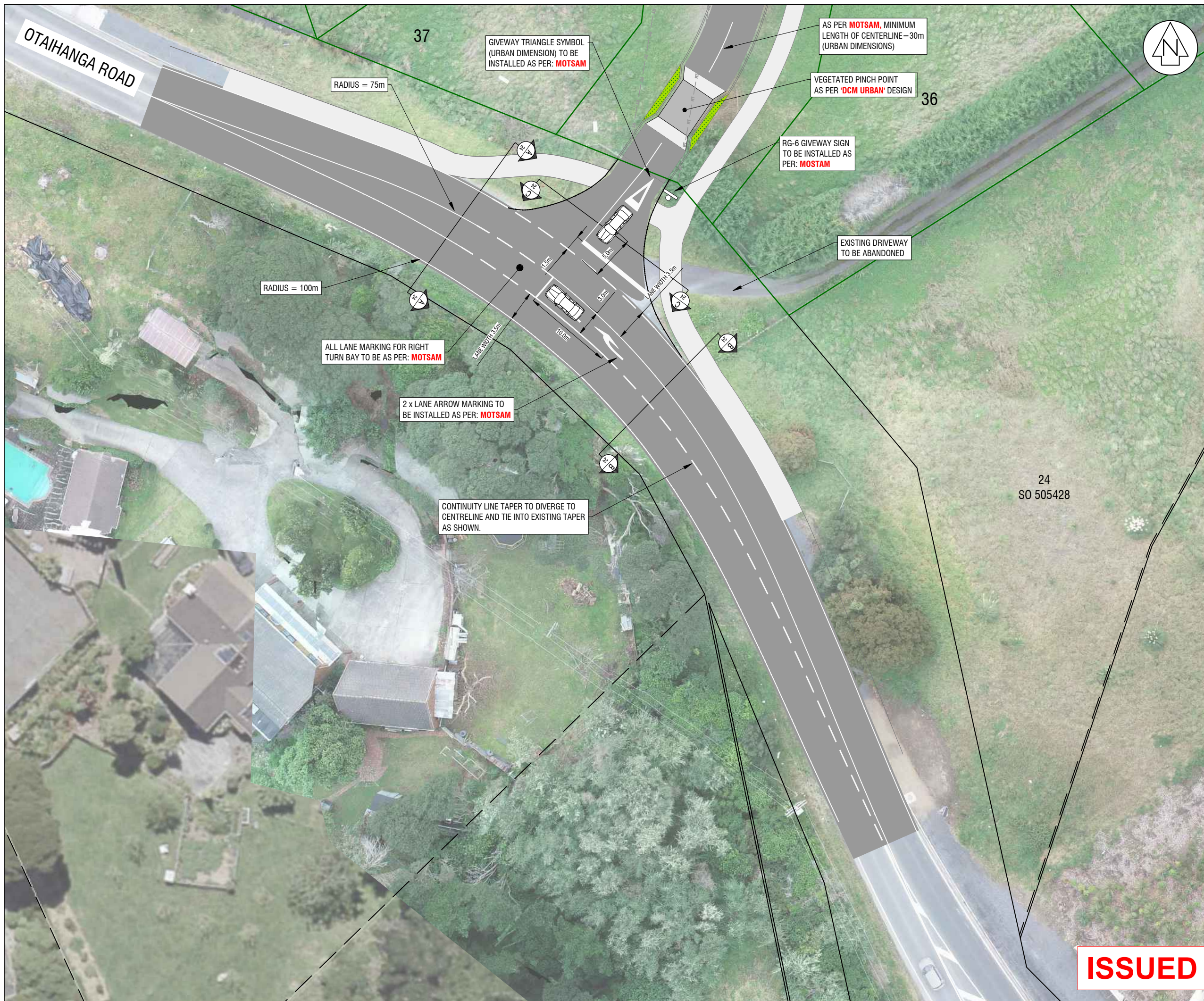
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SCHEME PLAN - TIEKO STREET - CROSS SECTION

CLIENT

MANSELL

REVISION DETAILS		NAME	DATE	Copyright Cuttriss Consultants Limited	
L	LOT 104 & RIGHT OF WAY AMENDED	NHT	08/21	SCALE A1 AS SHOWN	REDUCED SCALE A3 - AS SHOWN
M	RIGHT OF WAY DETAILS ADDED	NHT	09/21	DRAWING NUMBER	
N	LOTS REMOVED, BOUNDARY AMENDMENTS	NHT	04/22	FIELDWORK	NHT 07/19
O	DETAIL ADDED & PLANS COMPILED	JLG	05/22	DESIGNED	NHT 11/20
P	LOT 105 ADDED, EW CORRECTED	JLG	06/22	DRAWN	NHT 11/20
				CHECKED	NKT 11/20
				SHEET	21 OF 25 SHEETS
				REVISION	Q



GIVEWAY TRIANGLE SYMBOL (URBAN DIMENSION) TO BE INSTALLED AS PER: **MOTSAM**

AS PER **MOTSAM**, MINIMUM LENGTH OF CENTERLINE=30m (URBAN DIMENSIONS)

VEGETATED PINCH POINT AS PER '**DCM URBAN**' DESIGN

RG-6 GIVEWAY SIGN TO BE INSTALLED AS PER: **MOSTAM**

EXISTING DRIVEWAY TO BE ABANDONED

ALL LANE MARKING FOR RIGHT TURN BAY TO BE AS PER: **MOTSAM**

2 x LANE ARROW MARKING TO BE INSTALLED AS PER: **MOTSAM**

CONTINUITY LINE TAPER TO DIVERGE TO CENTRELINE AND TIE INTO EXISTING TAPER AS SHOWN.

REVISION DETAILS		NAME	DATE
M	RIGHT OF WAY DETAILS ADDED	NHT	09/21
N	LOTS REMOVED, BOUNDARIES AMENDED	NHT	04/22
O	DETAIL ADDED & PLANS COMPILED	JLG	05/22
P	LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q	LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

- NOTES:
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 - LEVELS ARE IN TERMS OF MEAN SEA LEVEL WELLINGTON VERTICAL DATUM 1953. ORIGIN OF LEVELS: OIT II DP 82978 RL 5.806, ELLIPSOIDAL HEIGHT CONVERSION, 18 JULY 2019
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 - BOUNDARY INFORMATION HAS BEEN SOURCED FROM INFORMATION PROVIDED BY LINZ XML & HAS NOT BEEN VERIFIED ON SITE
 - ALL ELECTRONIC CAD DATA MUST BE READ IN CONJUNCTION WITH THESE NOTES

LEGEND
 BOUNDARY
 EASEMENT

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PROJECT
PROPOSED SUBDIVISION
 PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971, SECS 25, 27 & 31 SO 505428
 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA

**SCHEME PLAN
 OTAIHANGA ROAD
 INTERSECTION DETAIL**

SCALE A1 - 1:200		REDUCED SCALE A3 - 1:400	
NAME	DATE	DRAWING NUMBER	
FIELDWORK	NHT 07/19	22208 SCH1	
DESIGNED	NHT 11/20	SHEET 22 OF 25 SHEETS	
DRAWN	NHT 11/20	REVISION Q	
CHECKED	NKT 11/20		

ISSUED



REVISION DETAILS		NAME	DATE
M	RIGHT OF WAY DETAILS ADDED	NHT	09/21
N	LOTS REMOVED, BOUNDARIES AMENDED	NHT	04/22
O	DETAIL ADDED & PLANS COMPILED	JLG	05/22
P	LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q	LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

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LEGEND

	BOUNDARY
	EASEMENT
	SIGHTLINES - TURNING OUT

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PROPOSED SUBDIVISION
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 131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA

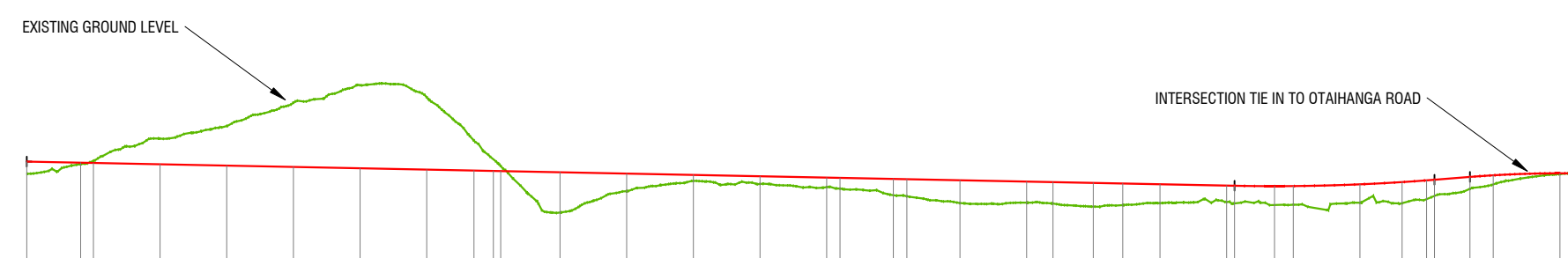
SCHEME PLAN
OTAIHANGA ROAD
SIGHT LINE DETAIL

SCALE
A1 - 1:400

REDUCED SCALE
A3 - 1:800

NAME	DATE	DRAWING NUMBER
FIELDWORK	NHT 07/19	22208 SCH1
DESIGNED	NHT 11/20	
DRAWN	NHT 11/20	SHEET 23 OF 25 SHEETS
CHECKED	NKT 11/20	REVISION Q

ISSUED



DATUM RL = 1.5

VERTICAL GEOMETRY	G = 1 IN -100																				G = 1 IN 25		G = 1 IN -250														
HORIZONTAL GEOMETRY	L = 8.1m		R = 100m												L = 4m		R = 45m				L = 10m		R = 35m		L = 10.5m		R = 35m		L = 30.0m		L = 15.0m						
EXISTING GROUND LEVELS	9.49	10.22	10.46	12.13	13.08	14.83	16.15	15.24	11.98	10.58	10.08	6.59	8.18	8.96	8.73	8.49	8.38	7.89	7.81	7.30	7.33	7.26	7.03	7.14	7.29	7.32	7.29	7.59	7.83	8.36	8.70	9.47	9.52				
CUT OR FILL DEPTHS	0.92	0.10	-0.15	-1.93	-2.97	-4.82	-6.24	-5.43	-2.25	-0.87	-0.38	3.02	1.32	0.45	0.58	0.72	0.81	1.22	1.28	1.71	1.58	1.61	1.78	1.62	1.42	1.38	1.59	1.41	1.21	0.90	0.69	0.06	0.01				
DESIGN CENTRELINE LEVELS	10.41	10.33	10.31	10.21	10.11	10.01	9.91	9.81	9.74	9.71	9.70	9.61	9.51	9.41	9.31	9.21	9.19	9.11	9.09	9.01	8.91	8.87	8.81	8.76	8.71	8.70	8.70	8.87	9.00	9.05	9.26	9.38	9.53	9.53			
CHAINAGES (DESIGN CENTRELINE)	0.00	9.09	10.00	20.00	30.00	40.00	50.00	60.00	67.09	70.00	71.10	80.00	90.00	100.00	110.00	120.00	122.01	130.00	132.04	140.00	150.00	153.95	160.00	164.42	170.00	180.00	181.18	187.18	190.00	200.00	206.33	210.00	211.18	216.50	220.00	230.00	231.50

ROADING LONGSECTION (LOT 100)
HORIZONTAL SCALE 1:500
VERTICAL SCALE 1:250

REVISION DETAILS		NAME	DATE
M	RIGHT OF WAY DETAILS ADDED	NHT	09/21
N	LOTS REMOVED, BOUNDARIES AMENDED	NHT	04/22
O	DETAIL ADDED & PLANS COMPILED	JLG	05/22
P	LOT 105 ADDED, EW CORRECTED	JLG	06/22
Q	LOT SIZES AND SAND DUNE ADJUSTMENTS	JLG	07/22

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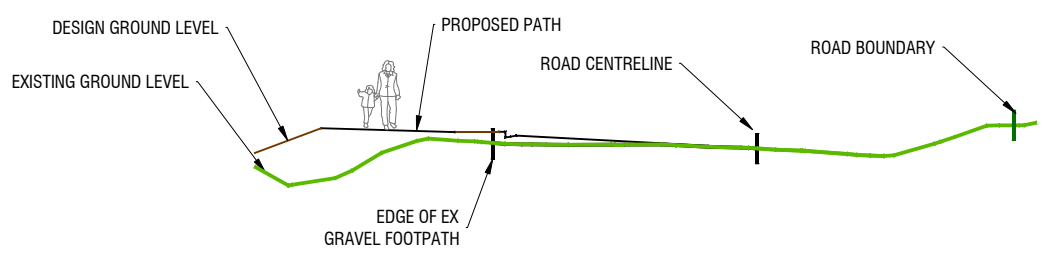
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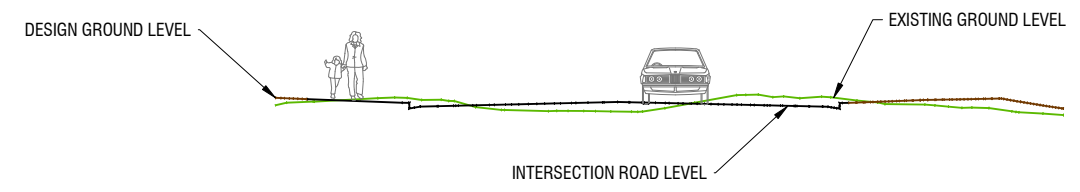
PROJECT
PROPOSED SUBDIVISION
PT LOT 6 DP 53191, LOTS 2-4 & PT LOT 5 DP 84524, PT LOTS 1 & 2 DP 303764, SECS 5, 7 & 12 SO 404971, SECS 25, 27 & 31 SO 505428
131-155 OTAIHANGA RD & 48-58 TIEKO ST, OTAIHANGA

**SCHEME PLAN
ROAD LONGSECTION
& CROSS SECTION DETAIL**

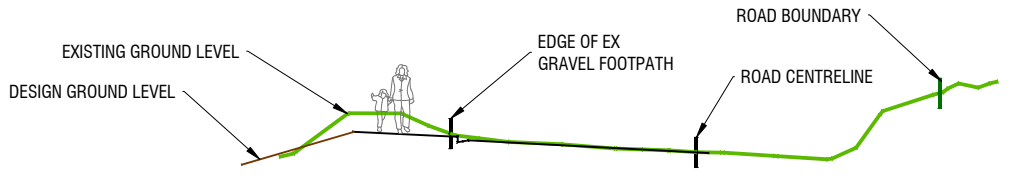
SCALE			REDUCED SCALE		
A1 - AS SHOWN			A3 - AS SHOWN		
NAME	DATE	DRAWING NUMBER	NAME	DATE	DRAWING NUMBER
FIELDWORK	NHT 07/19	22208 SCH1	NAME	DATE	REVISION
DESIGNED	NHT 11/20		REVISION	Q	
DRAWN	NHT 11/20	SHEET 24 OF 25 SHEETS			
CHECKED	NKT 11/20				



A OTAIHANGA ROAD INTERSECTION
SHT 22 1:100 (1:200 @ A3)



C OTAIHANGA ROAD INTERSECTION
SHT 22 1:100 (1:200 @ A3)

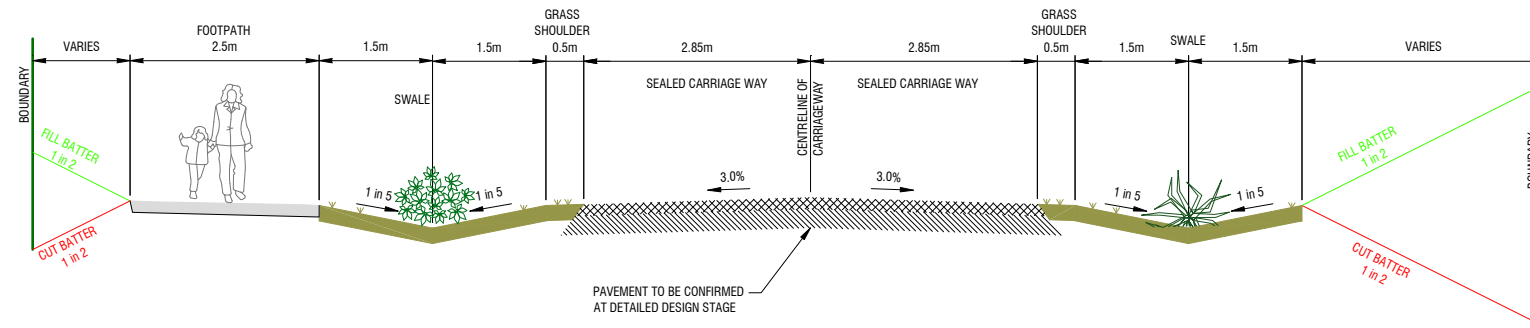


B OTAIHANGA ROAD INTERSECTION
SHT 22 1:100 (1:200 @ A3)

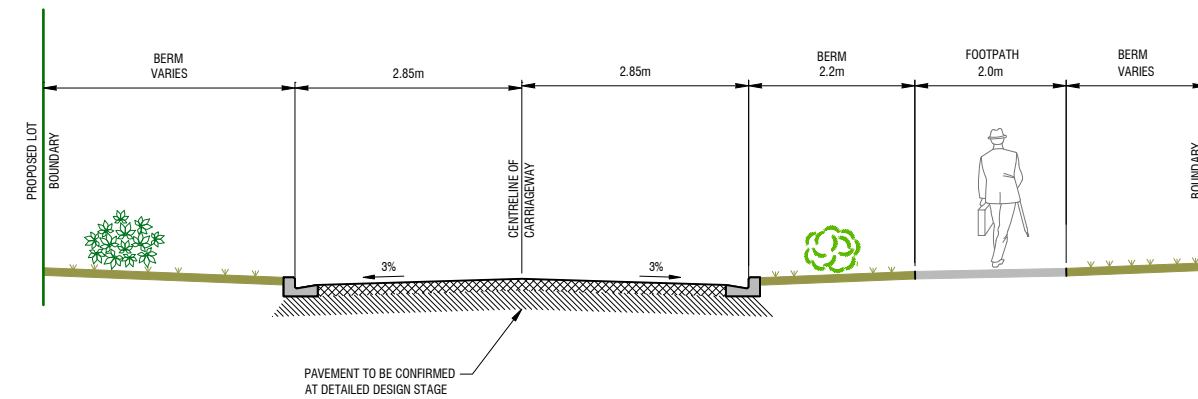
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REVISION DETAILS		NAME	DATE
M	RIGHT OF WAY DETAILS ADDED	NHT	09/21
N	LOTS REMOVED, BOUNDARIES AMENDED	NHT	04/22
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 - SERVICES HAVE BEEN LOCATED ON SITE WHERE POSSIBLE, OTHERWISE SHOWN FROM KDC RECORDS, AND SHOULD BE VERIFIED ON SITE
 - CONTOUR INTERVAL: 1.0m
 - SURVEYED BY: N TAYLOR & S TURKINGTON, 18 JULY 2019
 - INSTRUMENT USED: TRIMBLE GPS RTK R10 VRS & DJI PHANTOM 4 PRO
 - BOUNDARY LEVELS FOR DETERMINATION OF CRITICAL RECESSION PLANES MUST BE CONFIRMED PRIOR TO ANY APPLICATION FOR BUILDING CONSENT
 - BOUNDARY INFORMATION HAS BEEN SOURCED FROM INFORMATION PROVIDED BY LINZ XML & HAS NOT BEEN VERIFIED ON SITE
 - ALL ELECTRONIC CAD DATA MUST BE READ IN CONJUNCTION WITH THESE NOTES
 - PLANTING DETAIL TO BE CONFIRMED BY LANDSCAPE ARCHITECT



A TYPICAL ROAD CROSS SECTION - SWALE
SHT 13 1:50 (1:100 @ A3)



B TYPICAL ROAD CROSS SECTION - KERB & CHANNEL
SHT 13 1:50 (1:100 @ A3)

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**SCHEME PLAN
TYPICAL ROAD
CROSS SECTIONS**

SCALE A1 - 1:50		REDUCED SCALE A3 - 1:100	
NAME	DATE	DRAWING NUMBER	
FIELDWORK	NHT 07/19	22208 SCH1	
DESIGNED	NHT 11/20	SHEET 25 OF 25 SHEETS	
DRAWN	NHT 11/20	REVISION	
CHECKED	NKT 11/20	Q	

ISSUED



ADDENDUM 1 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT FIGURES

RFI RESPONSE - LANDSCAPE CONCEPT FOR MANSELL

ADDENDUM 1 TO LVIA REPORT - REVISION D
6 JULY 2022



OTAIHANGA SUBDIVISION PROPOSAL

Project no: 2020_142
Document title: ADDENDUM 1- RFI RESPONSE - LANDSCAPE CONCEPT
Revision: D
Date: 6 JULY 2022
Client name: Mansell

Author: David Compton-Moen
File name: 2020_142 Mansell Otaihanga Subdivision LVIA RFI Response_C

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LANDSCAPE CONCEPT PLAN	1
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ENTRANCE PERSPECTIVE	3
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PHOTO SIMULATION 2 (SIMILAR TO VP3 AND VP4 IN LVIA)	5
STREET PINCH POINT	6
MATERIAL / PLANT PALETTE	7



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10/ 245 St Asaph St
Christchurch 8011

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LEGEND

- A** A 10m wide landscape strip is proposed along the northern edge of the constructed wetland overlapping in the private lots. Three rows of planting are proposed consisting of species: Titoki, kanuka, pittosporum eugenioides and flax (see palette)
- B** Existing kanuka trees along Otaihangia Road will be retained and supplemented with additional kanuka plantings at 3m centres. Totara trees are also proposed along this frontage.
- C** No build area - Existing topography and vegetation will be protected to screen views into the site and retain a degree of natural character. The dune will be extended in length, shaped to marry in with the existing landform and to appear natural. Fencing in this area is to be post and wire only. Refer to engineer's drawing for the exact location.
- D** Fencing is limited to open style treatments to retain an open character characterised by landscape planting.
 - - Post and rail fence + hedge
 - - Post and wire fence
- E** Vegetated pinch points to slow traffic and provide amenity
- F** Pockets of native planting are proposed on private lots, consisting of kanuka, libertia and flax species.
 - F1 - 9m² plant bed, 3 kanuka trees underplanted with libertia and flaxes
 - F2 - 16m² plant bed, 1 totara tree + 3 kanuka trees underplanted with libertia and flaxes.
- G** 2m wide berm planted with native grasses to reduce maintenance

A. LANDSCAPE CONCEPT PLAN (1:750 @ A3)

Note: Refer to engineer's plan for exact locations

client / project name: MANSELL / OTAIHANGIA ESTATES
 drawing name: **LANDSCAPE CONCEPT PLAN**
 designed by: Dave Compton Moen
 Drawn by: Jeremy Ross
 original issue date: 5 APRIL 2022
 scales: 1:750

revision no: **amendment:**
 A COUNCIL RFI - ADDENDUM
 B POST CONFERENCING DESIGN
 C POST MEETING WITH ROBIN SIMPSON
 D REMOVAL OF +5.5.M ANNOTATION

approved **date**
 DCM 05/04/2022
 DCM 01/07/2022
 DCM 02/07/2022
 DCM 06/07/2022



REGISTERED LANDSCAPE ARCHITECT



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LEGEND

- A** VIEWS INTO THE SITE FROM OTAIHANGA ROAD WILL BE SCREENED/SOFTEN BY EXISTING KANUKA PLANTINGS COMBINED WITH ADDITIONAL PLANTINGS ON THE ROAD EDGE AND ON THE NORTHERN EDGE OF THE CONSTRUCTED WETLAND/ SOUTHERN EDGE OF LOTS 38-44
- B** THE RETENTION OF THE EXISTING LANDFORM AND VEGETATION ON THE CORNER OF THE RESERVE AND LOT 47 WILL SCREEN THE MAJORITY OF VIEWS FROM THE WEST INTO THE SITE
- C** THE EXISTING TOPOGRAPHY AT THE REAR OF LOTS 23-28 (WITHIN LOT 29) WILL BE RETAINED TO ENSURE THE EXISTING DUNE-CHARACTER IS MAINTAINED, PROVIDING A BREAK BETWEEN THE PROPOSAL AND THE EXPRESSWAY. NO ADDITIONAL PLANTING IS PROPOSED IN THIS LOCATION.
- D** LOT 33 CONTAINS AN EXISTING HOUSE AND VEGETATION WHICH WILL BE RETAINED
- E** PINCH POINTS AND NATIVE CLUMP PLANTINGS HAVE BEEN INCORPORATED INTO THE ROAD RESERVE AS TRAFFIC CALMING MEASURES AND TO PROVIDE AMENITY.
- F** FENCING IS RESTRICTED TO OPEN STYLE FENCES NO HIGHER THAN 1200MM WITH HEDGE PLANTING BETWEEN PROPERTIES. NO FENCING IS PROPOSED IN FRONT YARDS TO CREATE AN OPEN, SPACIOUS FEEL TO THE DEVELOPMENT.
- G** ADDITIONAL PLANTING IS PROPOSED ON PRIVATE LOTS

A. ELEVATED PERSPECTIVE (NTS)

client / project name: MANSELL / OTAIHANGA ESTATES
 drawing name: **ELEVATED PERSPECTIVE**
 designed by: Dave Compton Moen
 Drawn by: Jeremy Ross
 original issue date: 5 APRIL 2022
 scales: NTS

revision no:	amendment:	approved	date
A	COUNCIL RFI - ADDENDUM	DCM	05/04/2022
B	POST CONFERENCING DESIGN	DCM	01/07/2022
C	POST MEETING WITH ROBIN SIMPSON	DCM	02/07/2022
D	REMOVAL OF +5.5.M ANNOTATION	DCM	06/07/2022



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A. ENTRANCE PERSPECTIVE (NTS)

LEGEND

- A** VIEWS INTO THE SITE FROM OTAIHANGA ROAD WILL BE SCREENED/SOFTEN BY EXISTING KANUKA PLANTINGS COMBINED WITH ADDITIONAL PLANTINGS ON THE ROAD EDGE AND ON THE NORTHERN EDGE OF THE CONSTRUCTED WETLAND, SEE PALETTE ON FIGURE 7)
- B** THE EXISTING TOPOGRAPHY AT THE REAR OF LOTS 23-28 (WITHIN LOT 29) WILL BE RETAINED TO ENSURE THE EXISTING DUNE-CHARACTER IS MAINTAINED, PROVIDING A BREAK BETWEEN THE PROPOSAL AND THE EXPRESSWAY. NO ADDITIONAL PLANTING IS PROPOSED IN THIS LOCATION.
- C** LOT 33 CONTAINS AN EXISTING HOUSE AND VEGETATION WHICH WILL BE RETAINED
- D** PINCH POINTS AND NATIVE CLUMP PLANTINGS HAVE BEEN INCORPORATED INTO THE ROAD RESERVE AS TRAFFIC CALMING MEASURES AND TO PROVIDE AMENITY (REFER TO FIGURE 6)
- E** FENCING IS RESTRICTED TO OPEN STYLE FENCES NO HIGHER THAN 1200MM WITH HEDGE PLANTING BETWEEN PROPERTIES. NO FENCING IS PROPOSED IN FRONT YARDS TO CREATE AN OPEN, SPACIOUS FEEL TO THE DEVELOPMENT.
- F** ADDITIONAL PLANTING IS PROPOSED ON PRIVATE LOTS

client / project name: MANSELL / OTAIHANGA ESTATES
drawing name: **ENTRANCE PERSPECTIVE**
designed by: Dave Compton Moen
Drawn by: Jeremy Ross
original issue date: 5 APRIL 2022
scales: NTS

revision no: **amendment:**
A COUNCIL RFI - ADDENDUM
B POST CONFERENCING DESIGN
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approved **date**
DCM 05/04/2022
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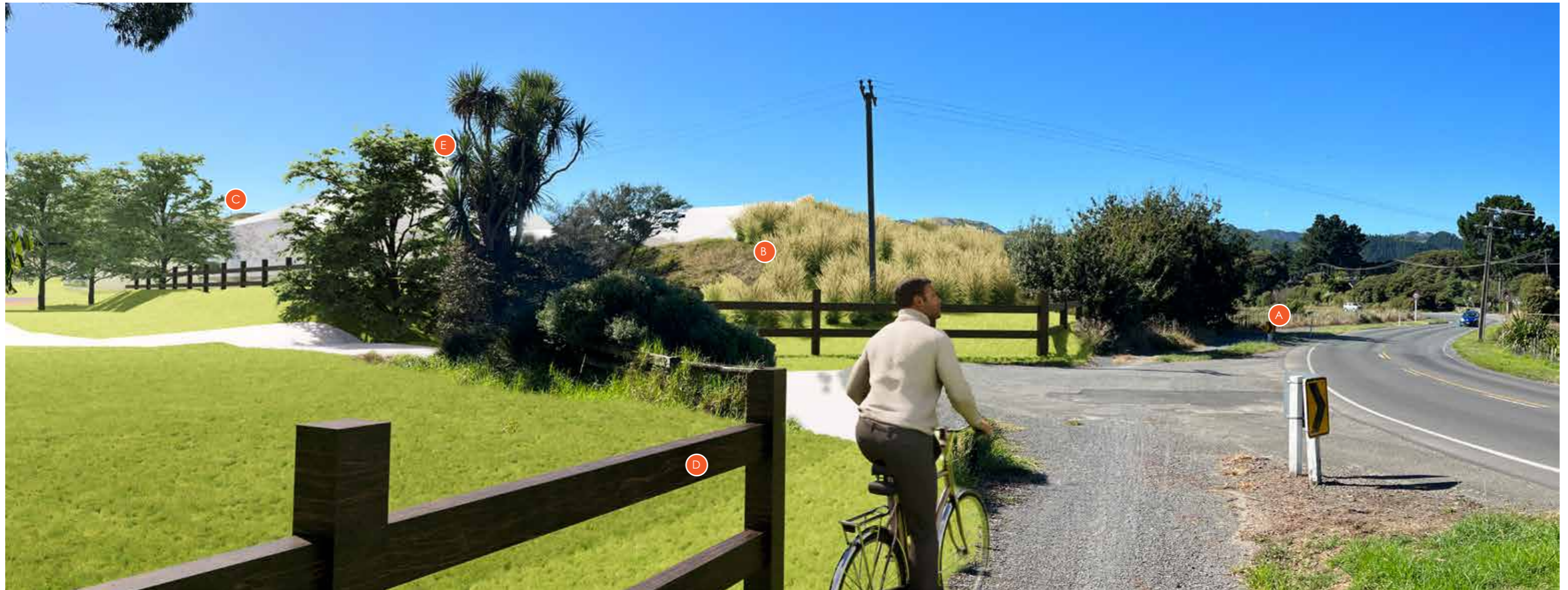
A. EXISTING VIEW



B. ILLUSTRATION GENERATED FROM SKETCHUP MODEL USING ENSCAPE

LEGEND

- A** VIEWS INTO THE SITE FROM OTAIHANGA ROAD WILL BE SCREENED/SOFTEN BY EXISTING KANUKA PLANTINGS COMBINED WITH ADDITIONAL PLANTINGS ON THE ROAD EDGE AND ON THE NORTHERN EDGE OF THE CONSTRUCTED WETLAND
- B** THE RETENTION OF THE EXISTING LANDFORM AND VEGETATION ON THE CORNER OF THE RESERVE AND LOT 47 WILL SCREEN THE MAJORITY OF VIEWS FROM THE WEST INTO THE SITE
- C** THE EXISTING TOPOGRAPHY AT THE REAR OF LOTS 23-28 (WITHIN LOT 29) WILL BE RETAINED TO ENSURE THE EXISTING DUNE-CHARACTER IS MAINTAINED, PROVIDING A BREAK BETWEEN THE PROPOSAL AND THE EXPRESSWAY. NO ADDITIONAL PLANTING IS PROPOSED IN THIS LOCATION.
- D** FENCING IS RESTRICTED TO OPEN STYLE FENCES NO HIGHER THAN 1200MM TO CREATE AN OPEN, SPACIOUS FEEL TO THE DEVELOPMENT.
- E** INDICATIVE ONLY - BUILDING ENVELOPES



C. PHOTO-ILLUSTRATION DEVELOPED FROM MODEL AND PHOTOSHOP COMBINING (A) AND (B) ABOVE

PHOTO SIMULATION 1 FROM OTAIHANGA ROAD LOOKING EAST

client / project name: MANSELL / OTAIHANGA ESTATES
drawing name: **PHOTO SIMULATION 1**
designed by: Dave Compton Moen
Drawn by: Jeremy Ross
original issue date: 5 APRIL 2022
scales: NTS

revision no: **amendment:**
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A. EXISTING VIEW



B. ILLUSTRATION GENERATED FROM SKETCHUP MODEL USING ENSCAPE

LEGEND

- A** VIEWS INTO THE SITE FROM OTAIHANGA ROAD WILL BE SCREENED/SOFTEN BY EXISTING KANUKA PLANTINGS COMBINED WITH ADDITIONAL PLANTINGS ON THE ROAD EDGE AND ON THE NORTHERN EDGE OF THE CONSTRUCTED WETLAND AND WITHIN THE PRIVATE LOTS
- B** THE EXISTING TOPOGRAPHY AT THE REAR OF LOTS 23-28 (WITHIN LOT 29) WILL BE RETAINED TO ENSURE THE EXISTING DUNE-CHARACTER IS MAINTAINED, PROVIDING A BREAK BETWEEN THE PROPOSAL AND THE EXPRESSWAY. NO ADDITIONAL PLANTING IS PROPOSED IN THIS LOCATION (NOT VISIBLE).
- C** FENCING IS RESTRICTED TO OPEN STYLE FENCES NO HIGHER THAN 1200MM WITH HEDGE PLANTING BETWEEN PROPERTIES. NO FENCING IS PROPOSED IN FRONT YARDS TO CREATE AN OPEN, SPACIOUS FEEL TO THE DEVELOPMENT.
- D** THE CONSTRUCTED WETLAND PROVIDES A HIGH AMENITY BUFFER BETWEEN THE DEVELOPMENT AND OTAIHANGA ROAD



C. PHOTO-ILLUSTRATION DEVELOPED FROM MODEL AND PHOTOSHOP COMBINING (A) AND (B) ABOVE

PHOTO SIMULATION 2 FROM OTAIHANGA ROAD LOOKING NORTH

client / project name: MANSELL / OTAIHANGA ESTATES
 drawing name: **PHOTO SIMULATION 2**
 designed by: Dave Compton Moen
 Drawn by: Jeremy Ross
 original issue date: 5 APRIL 2022
 scales: NTS

revision no:	amendment:	approved	date
A	COUNCIL RFI - ADDENDUM	DCM	05/04/2022
B	POST CONFERENCING DESIGN	DCM	01/07/2022
C	POST MEETING WITH ROBIN SIMPSON	DCM	02/07/2022
D	REMOVAL OF +5.5M ANNOTATION	DCM	06/07/2022



REGISTERED LANDSCAPE ARCHITECT



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LEGEND

- A** THE 4M WIDE PINCH POINTS RESTRICT VEHICLE ACCESS TO ONE VEHICLE AT A TIME
- B** PLANTING IS A MIX OF LOW GROWING NATIVE GROUNDCOVERS AND KANUKA TREES WITH A 'CLEAN' STEM UP TO 2.0M IN HEIGHT. THIS IS TO ENSURE VISIBILITY IS MAINTAINED.

A. STREET 'PINCH POINT' / TRAFFIC CALMING

client / project name: MANSELL / OTAIHANGA ESTATES
drawing name: **STREET PINCH POINT**
designed by: Dave Compton Moen
Drawn by: Jeremy Ross
original issue date: 5 APRIL 2022
scales: 1:750

revision no:	amendment:
A	COUNCIL RFI - ADDENDUM
B	POST CONFERENCING DESIGN
C	POST MEETING WITH ROBIN SIMPSON
D	REMOVAL OF +5.5.M ANNOTATION

approved	date
DCM	05/04/2022
DCM	01/07/2022
DCM	02/07/2022
DCM	06/07/2022



REGISTERED
LANDSCAPE
ARCHITECT



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project no / drawing no: **2020_142/LA/006**

revision: **C**

A. SPECIMEN TREES (STREET AND RESERVE)



Kunzea robusta Kanuka
Podocarpus totara TOTARA
Plagianthus regius Ribbonwood
Sophora microphylla Kowhai

B. WETLAND BUFFER MIX A



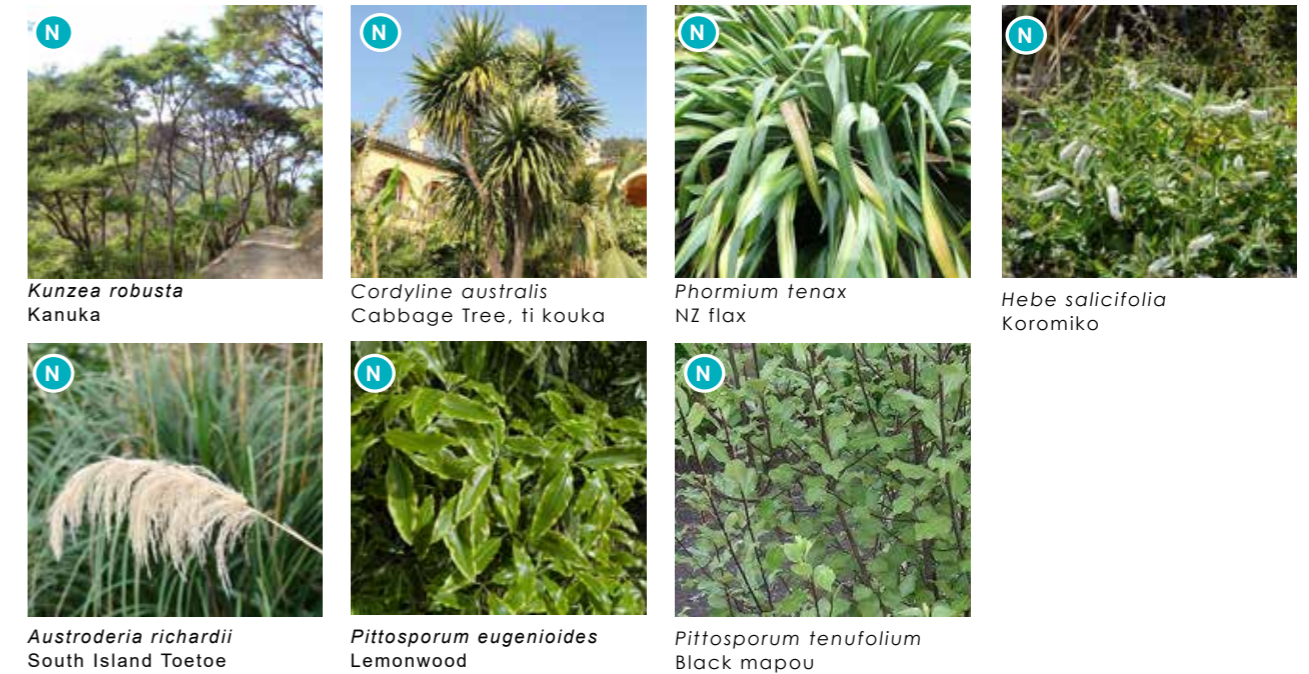
Carex geminata Rautahi
Coprosma propinqua Mingimingi
Coprosma robusta Karamu
Cordyline australis Cabbage Tree, ti kouka
Juncus usitatus Juncus
Kunzea robusta Kanuka
Coprosma rugosa NZ Coprosma
Muehlenbeckia complexa Pohuehue
Phormium tenax NZ flax
Ficinia nodosa Knobby club rush

C. CONSTRUCTED WETLAND MIX



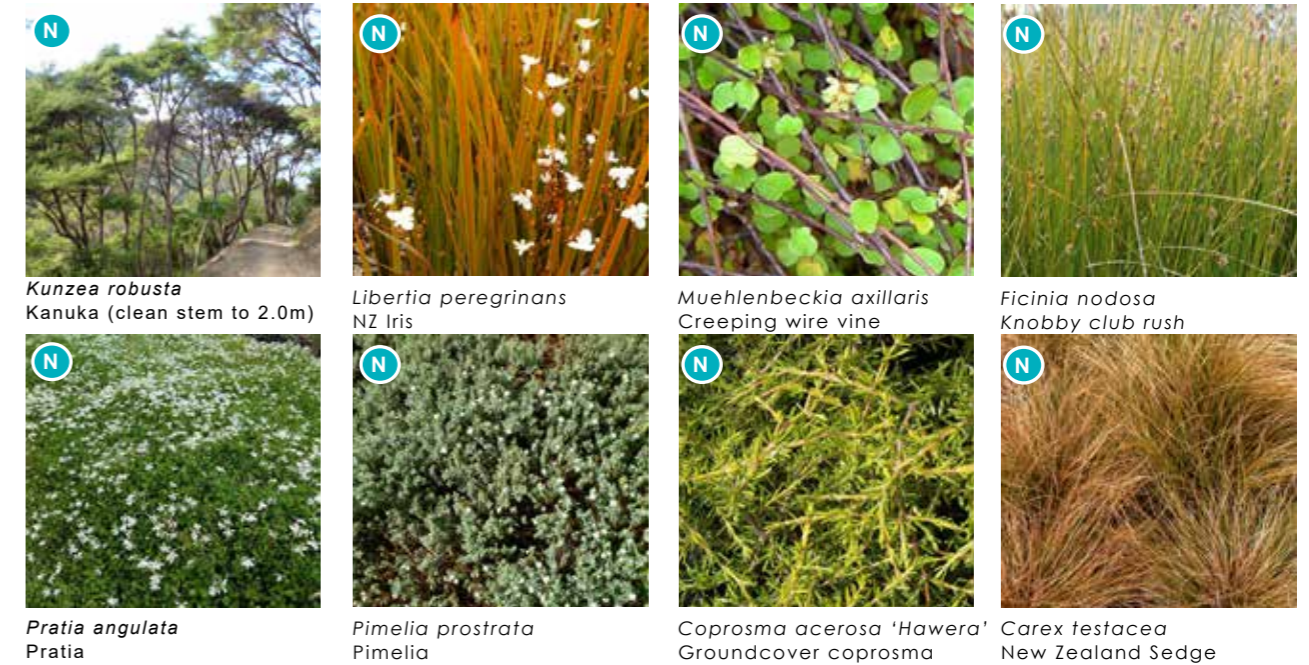
Carex geminata Rautahi
Apodasmia similis Oioi, Jointed Rush
Muehlenbeckia complexa Pohuehue
Phormium tenax NZ flax
Ficinia nodosa Knobby club rush

D. SCREEN PLANTING ADJACENT TO OTAIHANGA ROAD AND ALONG NORTHERN EDGE OF THE CONSTRUCTED WETLAND



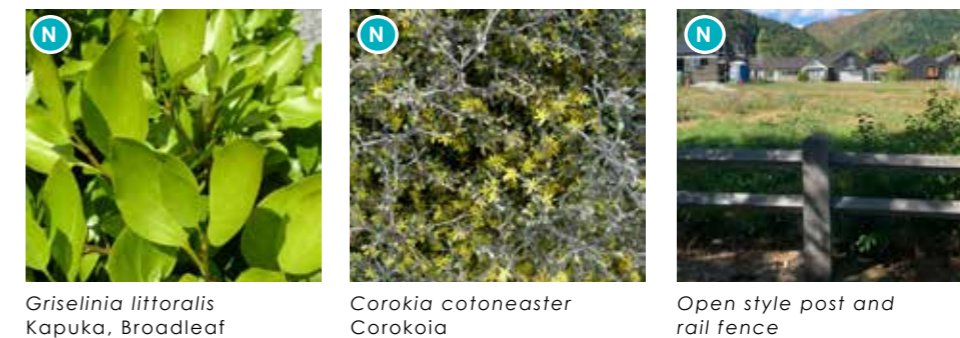
Kunzea robusta Kanuka
Cordyline australis Cabbage Tree, ti kouka
Phormium tenax NZ flax
Hebe salicifolia Koromiko
Austroderia richardii South Island Toetoe
Pittosporum eugenioides Lemonwood
Pittosporum tenuifolium Black mapou

E. STREET - PINCH POINT SPECIES



Kunzea robusta Kanuka (clean stem to 2.0m)
Libertia peregrinans NZ Iris
Muehlenbeckia axillaris Creeping wire vine
Ficinia nodosa Knobby club rush
Pratia angulata Pratia
Pimelia prostrata Pimelia
Coprosma acerosa 'Hawera' Groundcover coprosma
Carex testacea New Zealand Sedge

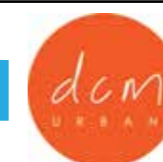
F. HEDGING - PROPERTY BOUNDARY TREATMENT



Griselinia littoralis Kapuka, Broadleaf
Corokia cotoneaster Corokoia
 Open style post and rail fence

client / project name: MANSELL / OTAIHANGA ESTATES
 drawing name: **MATERIAL / PLANT PALETTE**
 designed by: Dave Compton Moen
 Drawn by:
 original issue date: 14 MARCH 2022
 scales: 1:1250

revision no:	amendment:	approved	date
A	COUNCIL RFI - ADDENDUM	DCM	05/04/2022
B	POST CONFERENCING DESIGN	DCM	01/07/2022
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E = Exotic
N = Native