Te Kaunihera o Te Hiku o te Ika
Far North District Council

Office Use Only
Application Number:

Application for resource consent or fast-track resource consent

(Or Associated Consent Pursuant to the Resource Management Act 1991 (RMA)) (If applying for a Resource Consent pursuant to Section 87AAC or 88 of the RMA, this form can be used to satisfy the requirements of Schedule 4). Prior to, and during, completion of this application form, please refer to Resource Consent Guidance Notes and Schedule of Fees and Charges — both available on the Council's web page.

1. Pre-Lodgement Meeting

Have you met with a council Resource Consent representative to discuss this application prior to lodgement? ☑ **Yes** ☐ **No**

2. Type of Consent being applied for

(more than one circle can be ticked):

- ☑ **Land Use**
- ☐ **Fast Track Land Use***
- ☑ **Subdivision**
- ☐ **Consent under National Environmental Standard** (e.g. Assessing and Managing Contaminants in Soil)
- ☐ **Discharge**
- ☐ **Change of Consent Notice (s.221(3))**
- ☐ **Extension of time (s.125)**
- ☐ **Other (please specify)** _____

The fast track is for simple land use consents and is restricted to consents with a controlled activity status.

3. Would you like to opt out of the Fast Track Process?

☑ **Yes** ☐ **No**

4. Consultation

Have you consulted with Iwi/Hapū? ☑ **Yes** ☐ **No**

If yes, which groups have you consulted with?	Ngapuhi (tania.pene@ngapuhi.org) - No response.
Who else have you consulted with?	Formerly NTA, 3 Waters

*For any questions or information regarding iwi/hapū consultation, please contact Te Hono at Far North District Council **tehonosupport@fndc.govt.nz***

5. Applicant Details

Name/s: East Property Investments Limited

Email: [redacted]

Phone number:

Postal address:
(or alternative method of service under section 352 of the act)

6. Address for Correspondence

Name and address for service and correspondence (if using an Agent write their details here)

Name/s: Nick Williamson

Email: [redacted]

Phone number:

Postal address:
(or alternative method of service under section 352 of the act)

**** All correspondence will be sent by email in the first instance. Please advise us if you would prefer an alternative means of communication.***

7. Details of Property Owner/s and Occupier/s

Name and Address of the Owner/Occupiers of the land to which this application relates (where there are multiple owners or occupiers please list on a separate sheet if required)

Name/s: East Property Investments Ltd / AP & SL Gosse

Property Address/ Location: 111 & 115 Yorke Road, Haruru

Postcode

8. Application Site Details

Location and/or property street address of the proposed activity:

Name/s: East Property Investments Limited / AP & SL Gosse

Site Address/ Location: 111 & 115 Yorke Road, Haruru

Postcode

Legal Description: Lots 2 & 3 DP 46802 **Val Number:**

Certificate of title: NA1815/37 & NA1815/38

Please remember to attach a copy of your Certificate of Title to the application, along with relevant consent notices and/or easements and encumbrances (search copy must be less than 6 months old)

Site visit requirements:

Is there a locked gate or security system restricting access by Council staff? ◯ **Yes** ✔ **No**

Is there a dog on the property? ◯ **Yes** ◯ **No**

Please provide details of any other entry restrictions that Council staff should be aware of, e.g. health and safety, caretaker's details. This is important to avoid a wasted trip and having to re-arrange a second visit.

9. Description of the Proposal:

Please enter a brief description of the proposal here. Please refer to Chapter 4 of the District Plan, and Guidance Notes, for further details of information requirements.

Activity 1: Subdivision consent to create 22 residential allotments larger than 300m2
Activity 2: Land use consent for residential intensity of no greater than 300m2 where more than one other rule is not complied with

If this is an application for a Change or Cancellation of Consent Notice conditions (s.221(3)), please quote relevant existing Resource Consents and Consent Notice identifiers and provide details of the change(s), with reasons for requesting them.

10. Would you like to request Public Notification?

◯ **Yes** ✔ **No**

11. Other Consent required/being applied for under different legislation

(more than one circle can be ticked):

- ◯ **Building Consent** Enter BC ref # here (if known)
- ◯ **Regional Council Consent (ref # if known)** Ref # here (if known)
- ◯ **National Environmental Standard consent** Consent here (if known)
- ◯ **Other (please specify)** Specify 'other' here

12. National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health:

The site and proposal may be subject to the above NES. In order to determine whether regard needs to be had to the NES please answer the following:

Is the piece of land currently being used or has it historically ever been used for an activity or industry on the Hazardous Industries and Activities List (HAIL) ◯ **Yes** ✔ **No** ◯ **Don't know**

Is the proposed activity an activity covered by the NES? Please tick if any of the following apply to your proposal, as the NESCS may apply as a result. ◯ **Yes** ✔ **No** ◯ **Don't know**

- ◯ **Subdividing land**
- ◯ **Changing the use of a piece of land**
- ◯ **Disturbing, removing or sampling soil**
- ◯ **Removing or replacing a fuel storage system**

13. Assessment of Environmental Effects:

Every application for resource consent must be accompanied by an Assessment of Environmental Effects (AEE). This is a requirement of Schedule 4 of the Resource Management Act 1991 and an application can be rejected if an adequate AEE is not provided. The information in an AEE must be specified in sufficient detail to satisfy the purpose for which it is required. Your AEE may include additional information such as Written Approvals from adjoining property owners, or affected parties.

Your AEE is attached to this application ✔ **Yes**

13. Draft Conditions:

Do you wish to see the draft conditions prior to the release of the resource consent decision? ● **Yes** ◯ **No**

If yes, do you agree to extend the processing timeframe pursuant to Section 37 of the Resource Management Act by 5 working days? ✔ **Yes** ◯ **No**

14. Billing Details:

This identifies the person or entity that will be responsible for paying any invoices or receiving any refunds associated with processing this resource consent. Please also refer to Council's Fees and Charges Schedule.

Name/s: (please write in full) East Property Investments Ltd

Email: [redacted]

Phone number: [redacted]

Postal address:
(or alternative method of service under section 352 of the act) [redacted]

Fees Information
An instalment fee for processing this application is payable at the time of lodgement and must accompany your application in order for it to be lodged. Please note that if the instalment fee is insufficient to cover the actual and reasonable costs of work undertaken to process the application you will be required to pay any additional costs. Invoiced amounts are payable by the 20th of the month following invoice date. You may also be required to make additional payments if your application requires notification.

Declaration concerning Payment of Fees
I/we understand that the Council may charge me/us for all costs actually and reasonably incurred in processing this application. Subject to my/our rights under Sections 357B and 358 of the RMA, to object to any costs, I/we undertake to pay all and future processing costs incurred by the Council. Without limiting the Far North District Council's legal rights if any steps (including the use of debt collection agencies) are necessary to recover unpaid processing costs I/we agree to pay all costs of recovering those processing costs. If this application is made on behalf of a trust (private or family), a society (incorporated or unincorporated) or a company in signing this application I/we are binding the trust, society or company to pay all the above costs and guaranteeing to pay all the above costs in my/our personal capacity.

Name: (please write in full) Beryl Ann Oldham

Signature:
(signature of bill payer) [redacted] Date 30/9/24

MANDATORY

15. Important Information:

Note to applicant
You must include all information required by this form. The information must be specified in sufficient detail to satisfy the purpose for which it is required.
You may apply for 2 or more resource consents that are needed for the same activity on the same form.
You must pay the charge payable to the consent authority for the resource consent application under the Resource Management Act 1991.

Fast-track application
Under the fast-track resource consent process, notice of the decision must be given within 10 working days after the date the application was first lodged with the authority, unless the applicant opts out of that process at the time of lodgement.
A fast-track application may cease to be a fast-track application under section 87AAC(2) of the RMA.

Privacy Information:
Once this application is lodged with the Council it becomes public information. Please advise Council if there is sensitive information in the proposal. The information you have provided on this form is required so that your application for consent pursuant to the Resource Management Act 1991 can be processed under that Act. The information will be stored on a public register and held by the Far North District Council. The details of your application may also be made available to the public on the Council's website, www.fndc.govt.nz. These details are collected to inform the general public and community groups about all consents which have been issued through the Far North District Council.

15. Important information continued...

Declaration

The information I have supplied with this application is true and complete to the best of my knowledge.

Name: (please write in full) Nick Williamson

Signature: [redacted] Date 30-Sep-2024

A signature is not required if the application is made by electronic means

Checklist (please tick if information is provided)

- ☐ Payment (cheques payable to Far North District Council)
- ☑ A current Certificate of Title (Search Copy not more than 6 months old)
- ☑ Details of your consultation with Iwi and hapū
- ☑ Copies of any listed encumbrances, easements and/or consent notices relevant to the application
- ☑ Applicant / Agent / Property Owner / Bill Payer details provided
- ☑ Location of property and description of proposal
- ☑ Assessment of Environmental Effects
- ☑ Written Approvals / correspondence from consulted parties
- ☑ Reports from technical experts (if required)
- ☐ Copies of other relevant consents associated with this application
- ☑ Location and Site plans (land use) AND/OR
- ☑ Location and Scheme Plan (subdivision)
- ☑ Elevations / Floor plans
- ☑ Topographical / contour plans

Please refer to Chapter 4 of the District Plan for details of the information that must be provided with an application. Please also refer to the RC Checklist available on the Council's website. This contains more helpful hints as to what information needs to be shown on plans.

fluid-industries.co.nz
200 Atkinson Road
Titirangi, **Auckland 0604**

Application for Resource Consent
by East Property Investments Ltd

Residential Subdivision

111 & 115 Yorke Road, Haruru

Assessment of Environmental Effects
(2 October 2024)

Property Information

Proposal:	Activity 1: Subdivision consent to create 21 residential allotments larger than 300m^2 plus a balance allotment Activity 2: Land use consent for residential intensity of no greater than 300m^2 where more than one other rule is not complied with
Applicant:	East Property Investments Ltd
Site Address:	111 & 115 Yorke Road, Haruru
Legal Description:	Lot 2 DP 46802 (Parcel ID: 4884492) Lot 3 DP 46802 (Parcel ID: 4918646)
Site Areas (by Title Record):	NA1815/37 – 1.133ha NA1815/38 – 1.136ha
Relevant Planning Document(s):	Far North Operative District Plan Far North Proposed District Plan
District Plan Zoning:	Residential General Residential
Special Features/Overlays:	Operative District Plan: • Nil Proposed District Plan: • River Flood Hazard Zone • Coastal Flood (Zone 3, Zone 2, Zone 1) • Coastal Environment
Activity Status:	Subdivision Consent: Discretionary Activity Land Use Consent: Discretionary Activity

1 Introduction

Project Overview

1.1 The proposed development is a 21 Lot residential subdivision (leaving a balance area of approximately 4721m^2) located at 111 & 115 Yorke Road, Haruru. The project aims to subdivide a 2.26 hectare site currently comprised of two existing 1.13 hectare titles to create a well-designed and sustainable community. The subdivision will be carried out under the Discretionary (Subdivision) Activities provided for in the Far North Operative District Plan and seeks to address the unique challenges and opportunities presented by the site's location, topography, and surrounding environment.

1.2 The development's primary goal is to create a community of residential lots that relates to and links directly with the Waitangi River and natural environment. The proposal is pedestrian centric with each of the >300m^2 residential lots being connected via greenways to minimise vehicle impacts within the site. Other key aspects include connecting all the lots with the environmental values of the river, and to ultimately restore the historic functionality of the boatshed and jetty to bring activities back onto the water.

1.3 The application is classified as a Discretionary Activity in the Residential Zone in accordance with the Far North Operative District Plan. As a result, this application provides a comprehensive assessment and evaluation against the District Plan's Assessment Criteria to demonstrate that the proposed development meets the necessary criteria and achieves a high standard of environmental, social, and economic outcomes.

Site Location and Description

1.4 The proposed subdivision is situated at 111 & 115 Yorke Road, Haruru. The site is positioned in a predominantly residential area, characterised by a mix of single-family homes and low-density residential developments.

Figure 1 - Site Location

1.5 The site is geographical located approximately 2.9km upriver from the Waitangi Bridge, and it is bordered by Residentially zoned land to the east, a Recreation Zone to the south. The site is separated from the Waitangi River to the north and west by an existing esplanade reserve. Across the river to the northwest is the Bledisloe Domain, and commercial area of Haruru Falls is a short distance upriver. The location offers convenient walking access to local amenities and services, including shops, dining activities, parks, and recreation areas.

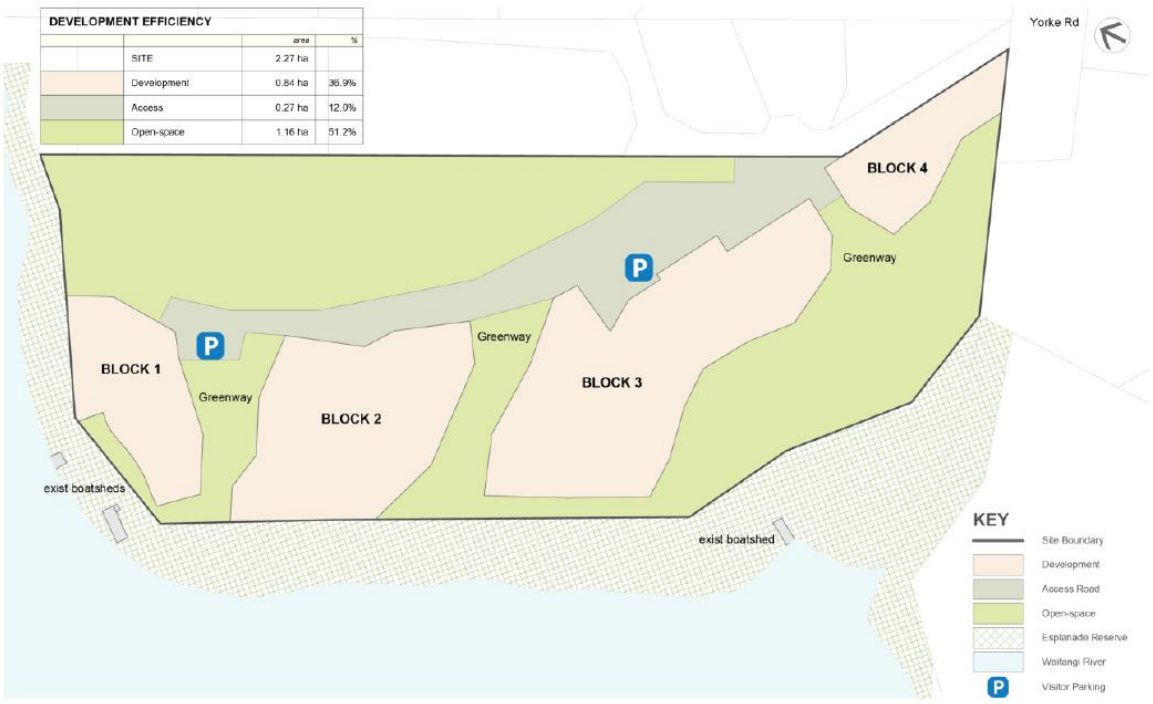

Figure 2 – Concept Scheme

1.6 The existing site is situated on a small hill, which slopes down steeply towards the river flat on the eastern side. The property can be accessed through a pre-existing driveway that leads to a house located at the raised north end of the property. There is garage and two sheds situated close to the house. A shed used to exist at the excavated area at the end of the main access to the house. Two accessways give entry to the river flat area of the property, one to the north-east of the existing house and the other branching off north from the south end of the main access. An escarpment runs from the intersection of the accessway to the house and river flat, extending north to the accessway located just below and north-east of the house.

Application Type and Zone

Far North Operative District Plan

1.7 The site is within the Residential Zone in the Far North Operative District Plan (ODP). **Subdivision consent** is required as a **Discretionary Activity** for the following reasons:

- Proposed lot sizes less than 600m^2 but larger than 300m^2 under Rule 13.7.2.1; and
- Traffic generation exceeding Rule 15.1.6A thresholds based on Traffic Intensity Factors in Appendix 3A; and
- Private accessways serving 9+ lots not meeting public road standards required in Rule 15.1.6C.1.1 and Appendix 3B-1.

1.8 **Land Use consent** is required as a **Discretionary Activity** in accordance with the ODP for the following reasons:

- Each residential unit has a minimum net site area of 300m^2 available to it under Rule 7.6.5.3.1; but
- Alternative building envelope controls are proposed instead of complying with Sunlight Rule 7.6.5.1.5; and
- While stormwater management Rule 7.6.5.1.6 is easily achieved across the gross site area, the individual sites may not meet the stormwater management rules following subdivision; and
- Private accessways serving 9+ household units not meeting public road standards required in Rule 15.1.6C.1.1 and Appendix 3B-1.

1.9 Overall, the proposed subdivision and resulting development constitutes a **Discretionary Activity** and has been assessed against both the General and Chapter Specific Assessment Criteria of the ODP.

Far North Proposed District Plan

1.10 The site retains a General Residential zoning under the Proposed District Plan (PDP) notified July 2022. Relevant overlays include Coastal Environment and Natural Hazards areas.

1.11 The proposed lots range from 300-600 m^2 in size. Subdivision down to 300m^2 is a Discretionary Activity, while 600m^2+ is a Controlled Activity per the zone standards. Development in flood hazard areas also requires discretionary consent. Vehicular access and traffic thresholds align with the Operative Plan.

1.12 As no PDP provisions relating to this application currently have legal effect, resource consent is not triggered under the PDP itself presently. However, the proposed objectives and policies are still applicable considerations under Section 104 of the RMA and have been evaluated.

Other Relevant Planning Documents

1.13 The other planning documents that have been assessed in relation to the proposal include:

- Proposed Regional Plan for Northland (December 2022 – Appeals Version) (PRPS)
- Northland Regional Coastal Plan (2016) (NRCP)
- Northland Regional Water and Soil Plan (2016) (NRWSP)
- New Zealand Coastal Policy Statement (2010) (NSCPS)
- National Environmental Standard for Assessing and Managing Contaminants to Protect Human Health (2011) (NES-MC)

1.14 The proposed subdivision does not trigger any thresholds that necessitate additional consents under any of the listed documents. However, the relevant objectives, policies and provisions have been evaluated in this application and related technical reports.

2 General Assessment Criteria

Residential Intensity

2.1 The proposed subdivision has been designed to create a cohesive residential setting that is compatible with the surrounding area while maximising the site's unique attributes. The layout responds to the site's topography and natural features, particularly the Waitangi River, creating a strong connection between the built environment and the natural landscape.

2.2 The accompanying Design Report (Attachment E) describes the Urban Design Concepts underpinning the development. Building envelopes and setbacks have been carefully considered to ensure high amenity standards. The design proposes an alternative Height in Relation to Boundary (HIRB) control, with a zero-recession plane for the front 13m of each site and the standard 3m + 45° recession plane for the rear portion. This approach encourages building mass towards the front of sites while limiting overshadowing of neighbouring properties, addressing concerns about visual domination, privacy, and sunlight access.

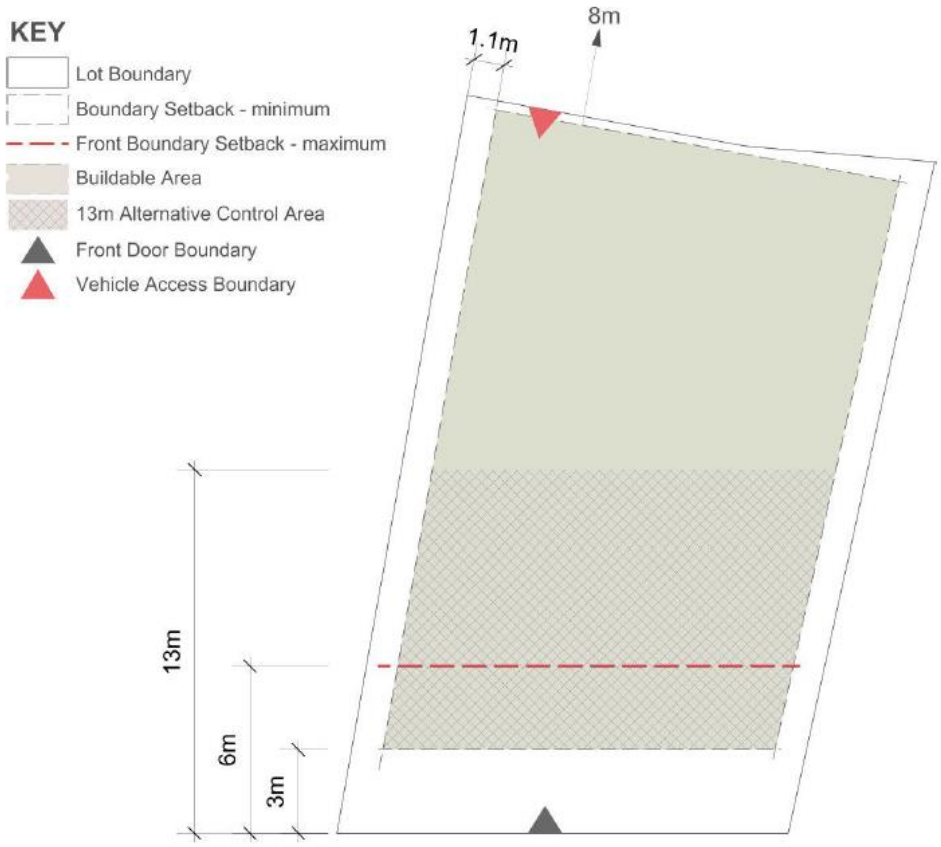

Figure 3 – Lot Rule Summary Schematic

2.3 Open space is a key feature of the development, with nearly two-thirds (63%) of the site retained as a common lot. Of this, 82% is vehicle-free open-space reserve for access and environmental enhancement, contiguous with the esplanade reserve and river. This significant provision of open space not only mitigates the effects of increased density but also enhances the overall amenity of the development and its surroundings.

2.4 The development is designed to be pedestrian-centric, with each of the residential lots connected via greenways. This approach minimises vehicle impacts within the site and promotes a more sustainable and community-oriented living environment. The internal road network includes primary and secondary routes designed to Council standards, with traffic calming measures implemented throughout to mitigate potential impacts.

Figure 4 – Road Type Plan

2.5 Vehicular access is minimised and carefully managed. The single vehicle road sheds vehicles as quickly as possible, with two dedicated parking areas provided for visitors. Residents access their properties across the rear boundary from short mews lanes within each of the three blocks. This design not only reduces traffic within the development but also enhances the social and community aspects of the street environment.

2.6 The layout and design of the development have been informed by Low Impact Design principles, particularly in relation to stormwater management. The significant open space provision and the use of greenways offer opportunities for natural stormwater management and infiltration, helping to mitigate any adverse effects of increased impervious surfaces.

2.7 In terms of visual effects on the natural character of the coastal environment, the development has been designed to integrate with and enhance the existing landscape. The building form expresses the shape and solidness of the underlying basalt, aligning lot frontage with the escarpment edge. This approach internalises the lot scheme, forming the perimeter and Greenways as a 'commons' contiguous with the esplanade reserve.

2.8 The proposal includes comprehensive plans for vegetation management and augmentation, extending the existing and natural vegetation associations of the river corridor and escarpments across the site. This approach not only mitigates the loss of existing vegetation but also enhances the site's ecological values and its connection to the wider landscape.

Building Height, Scale and Sunlight

2.9 The spatial relationship between new buildings and adjacent residential units has been carefully considered in the design. The layout promotes a coherent streetscape while maintaining privacy and amenity for individual dwellings. The use of mews access for vehicles not only supports high levels of social activity on the front side of the lot but also increases the development efficiency of the lot itself.

2.10 The design guidance includes provisions for building articulation and the use of multiple primary forms in building design. This approach helps to break up building mass and create visual interest, reducing the perception of bulk when viewed from public spaces and neighbouring properties. For instance, the front façade of buildings is to be articulated using more than one primary form, identifiable in the roof shape or through elements such as bay extensions or porches.

2.11 To further mitigate potential adverse effects, the design incorporates intentional variation in building orientation. By moving side boundaries away from perpendicular to the front boundary, buildings are subtly turned, creating frontage articulation in relation to the road. This design feature adds visual interest to the streetscape and helps to mitigate any sense of uniformity or monotony that might otherwise arise from the compact lot sizes.

2.12 The nature of activities within the buildings will be primarily residential, with the design supporting a range of housing types and forms of accommodation. The pedestrian-centric layout and provision of communal open spaces are expected to generate positive effects in terms of community interaction and quality of life, while minimising potential negative impacts typically associated with higher density developments.

2.13 These design elements, combined with the previously mentioned HIRB controls and height limits, work together to create a residential environment that balances the need for housing intensity with the preservation of amenity and character.

Stormwater Management

2.14 The proposed development will increase the impervious surface area of the site, with an estimated 28% of the total site area (6,220m^2 out of 22,700m^2) becoming impervious. This includes roof cover (3,960m^2), individual lot parking bays (660m^2), and ROW (1,600m^2). While this is within the 50% permitted activity threshold for the Residential Zone overall, individual lots may exceed this limit due to their compact size.

2.15 To mitigate the effects of increased impermeability, the development incorporates several Low Impact Design (LID) principles. The significant provision of open space (63% of the site retained as a common lot) offers opportunities for natural stormwater infiltration and management. The use of greenways not only serves as pedestrian connections but also as potential stormwater management features.

2.16 The design aims to maintain natural drainage patterns where possible. Stormwater is to be discharged directly to the Waitangi estuary in the same direction as the existing overland flow paths and sheet flow discharges. Because the receiving environment is a tidal estuary and the site is at the bottom of a catchment, attenuation is not necessary to address flood risk.

2.17 The Engineering Report notes that outfalls will be onto basalt faces where the risk of scour is negligible, indicating that the physical qualities of the soil and rock in these areas are suitable for managing stormwater discharge without adverse erosion effects.

2.18 To manage stormwater quality, the development proposes that all ROW runoff be collected by catchpits as an initial screening of debris. The three discharge flow paths of Greenway A and B will have water quality check dams designed in accordance with GD01 C2.6 for water quality swales. These measures aim to mitigate any adverse effects on water quality in the receiving environment.

2.19 The development's stormwater management approach takes into account climate change considerations. The Engineering Report recommends a minimum floor level of 3.4m (NZVD 2016) for dwellings in the flood-prone Lot 22, which includes allowances for sea level rise and increased storm intensity.

2.20 The use of swales and check dams in the greenways incorporates engineering solutions to manage stormwater flow and quality. The exact specifications and design details of the stormwater system will be determined at the engineering plan approval stage.

Visual Amenity

2.21 The proposed subdivision has been carefully designed to respond to the site's unique topography and natural features. The building envelopes are positioned to minimise visual impact on the skyline and ridgelines. The maximum building height of 8m preserves views and minimizes visual dominance. Lots 15, 16, and 19-21 may have some visibility from public viewpoints, but existing vegetation will largely screen development.

2.22 Extensive native planting is proposed throughout the development, particularly along the esplanade reserve and greenway areas. This will enhance the natural character and help screen buildings from view. Existing significant trees will be retained where possible. The landscape plan incorporates species that reflect the coastal environment.

2.23 The internal road network has been designed to follow natural contours and minimise earthworks. Visitor parking areas are discreetly located and screened with planting. The main vehicle access utilises an existing formed right-of-way to minimise new roading.

2.24 The existing mature vegetation along the coastal edge will be retained and enhanced to maintain a natural buffer. Additional planting along lot boundaries facing public areas will provide further screening as it matures. Building setbacks from boundaries also help reduce visibility.

2.25 The subdivision layout preserves the key landscape features that contribute to the site's natural character, including the coastal escarpment and significant vegetation. The design aims to integrate sensitively with the landform rather than dominate it. No buildings are proposed on prominent ridgelines. The lots are positioned below the main ridgeline of the headland to avoid silhouetting against the sky when viewed from the water or opposite shore.

2.26 Geotechnical and flooding assessments have informed the lot layout to avoid areas at risk from coastal erosion or inundation. Appropriate setbacks are provided from the coastal edge. Stormwater management systems have been designed to mitigate any increased runoff.

Setback from Boundaries

2.27 The proposed setbacks are designed to create a cohesive streetscape that reflects the coastal village character. The front setback of 3-6m allows for a landscaped transition between private and public space, consistent with the existing pattern in the area. This setback range provides flexibility while maintaining a consistent building line along the street.

2.28 The varied setbacks and articulated building facades help prevent a monotonous street wall effect. Privacy between properties is enhanced by the side setbacks of 1.1m minimum, which allows for planting or fencing between lots. The rear setbacks, particularly for mews-style lots, create a buffer zone that maintains privacy and outlook for adjacent properties.

2.29 The subdivision layout and setbacks have been designed to ensure clear sightlines at intersections and driveways. The shared driveways (mews) have been configured with adequate width and turning spaces to allow for safe vehicle manoeuvring without impacting visibility.

2.30 The landscaping plan includes street tree planting and front yard vegetation that will soften the appearance of buildings from the street. This green buffer will enhance the overall streetscape amenity and help mitigate any visual impacts of the development.

2.31 The proposed setbacks provide sufficient space around buildings to allow for construction activities and ongoing maintenance to be carried out within the site boundaries. This includes access for scaffolding, painting, and general upkeep without encroaching on neighbouring properties or public space.

2.32 Additionally:

- The setbacks for lots adjoining the esplanade reserve are increased to provide a transition to the natural coastal environment and maintain public views.
- Corner lots have been designed with consideration for setbacks on both street frontages to maintain a consistent streetscape.
- The setbacks contribute to the overall low-density feel of the development, helping it integrate with the surrounding coastal residential character.

2.33 These setback provisions, combined with the other design elements, aim to create a high-quality residential environment that respects the coastal setting and neighbouring properties while providing for the needs of future residents.

Traffic Intensity

2.34 The proposed 22-lot subdivision is expected to generate approximately 133 vehicle movements per day (based on 6.05 trips per dwelling), which exceeds the assumed Traffic Intensity Factor for the zone. However, this increase is not considered significant given the capacity of the existing road network. Peak traffic movements are likely to occur during typical commuter hours (7-9am and 4-6pm), aligning with existing traffic patterns in the area.

2.35 The existing Yorke Road has an 8m width and meets the design criteria for a Type-B road, which is adequate to safely accommodate the additional traffic generated by the development. The intersection of Yorke Road and Falls View Road has been assessed for sight distances, with 75m visibility to the south and 122m to the east, exceeding the minimum requirements for the expected operating speeds. No existing congestion or safety issues have been identified on the affected streets.

2.36 The main access to the subdivision will be via an existing 50m long, 8.75m wide (combined legal width) reciprocal right of way[1] along the eastern boundary. This access point is well-separated from adjacent properties, minimising potential conflicts. Internal roads have been designed with a 5m carriageway width, expanding into a 'shared space' with integrated parking. Traffic calming measures, including speed humps, narrowed lanes, and raised pedestrian crossings, will be implemented to mitigate potential impacts within the development.

[1]Existing Right of Way instruments 635079, 633534, 8568723.1 are included in Appendix C.

2.37 A network of internal pathways will connect to existing infrastructure and green spaces, promoting pedestrian and cycle use. A separate pedestrian access will be provided to the west of Lot 1, connecting to the site's greenways and existing esplanade reserves. This design encourages active transport modes and reduces reliance on private vehicles.

2.38 The development is not expected to have discernible impacts on State Highway 11 or other strategic roads. The existing Yorke Road/State Highway 11 intersection has a right turning bay on the major road and a basic left turn immediately after an overtaking lane, which is considered adequate for the expected traffic flows post-development. No additional measures such as flush medians or deceleration tapers are considered necessary.

2.39 The proposed access measures are located outside flood hazard and coastal hazard zones, minimising the risk of natural hazards affecting traffic movement or exacerbating environmental risks. The stormwater management system has been designed to handle increased runoff from new impervious surfaces, preventing adverse effects on the road network during heavy rainfall events.

Building Coverage

2.40 The proposed subdivision layout allows for ample landscaping opportunities on each lot. With a maximum building coverage of 45% of the gross site area, there is sufficient space for native plantings, gardens, and outdoor living areas. The design incorporates extensive communal green spaces, including greenways and an enhanced esplanade reserve, which contribute to the overall landscape amenity of the development.

2.41 The proposed building envelopes and height restrictions (maximum 8m) ensure that future dwellings will be consistent with the scale and character of existing buildings in the surrounding coastal environment. The varied lot sizes (300-539m²) allow for a mix of housing types while maintaining a low-density feel that is in keeping with the area's residential character.

2.42 The building coverage rule, combined with setback requirements, ensures that buildings will not dominate their sites. The maximum 45% coverage allows for appropriately sized dwellings while maintaining a balance with open space. This approach helps to preserve the coastal village atmosphere and prevents overdevelopment of individual lots.

2.43 The lots are of sufficient size and controlled building coverage ensure ample private open space for future residents. Even the smallest lots (300m²) will have sufficient outdoor areas for recreation, gardening, and other uses. The mews-style layout for some lots further enhances private outdoor living spaces by relocating vehicle access to the rear of properties.

2.44 The overall subdivision design, including the placement of lots and building envelopes, has been carefully considered to minimise cumulative visual impacts. The retention of existing vegetation, particularly along

the coastal edge, combined with new plantings, will help to soften the visual impact of the development when viewed from adjacent sites and the wider landscape.

2.45 Building setbacks, height restrictions, and the thoughtful positioning of lots relative to the natural topography all contribute to avoiding visual dominance on the landscape. The design respects the coastal setting by stepping buildings down slopes and preserving key viewshafts. The larger lots and increased setbacks for properties adjoining the esplanade reserve further reduce visual impacts from public spaces.

2.46 A comprehensive landscaping plan, which includes the retention of significant existing trees and the planting of native species, will play a crucial role in mitigating potential visual effects. Street trees, boundary plantings, and the enhancement of natural areas will create green buffers that integrate the built forms with the surrounding environment.

2.47 The proposed setbacks, particularly the 1.1m minimum side setbacks and larger rear setbacks, help maintain privacy between properties. The varied building envelopes and articulated facades prevent a monotonous street wall effect, preserving outlook for neighbouring properties. The overall low-density approach of the development ensures that the privacy and enjoyment of open spaces on adjacent sites are not significantly impacted.

3 Subdivision Assessment Criteria

Allotment Sizes and Dimensions

3.1 The proposed subdivision creates 21 residential lots ranging from 300m² to 539m², with an average lot size of 365m². No dwellings are proposed on the balance Lot 22, and a condition to this effect is anticipated. These dimensions exceed the minimum lot size of 300m² for a discretionary activity in the Residential Zone (sewered). Each lot is designed to accommodate a building envelope of at least 14m x 14m, as required by the District Plan. This ensures that the allotments are of sufficient area and dimensions to provide for residential land use, complying with the relevant zone standards and district-wide rules.

3.2 The lot sizes and dimensions have been designed to allow for adequate on-site amenities, including private open space, vehicle parking, and potential future additions or alterations. The layout ensures sufficient space for landscaping, stormwater management, and other infrastructure requirements. The mews-style access for some lots optimises space usage, allowing for more efficient lot layouts while still meeting operational needs.

3.3 The proposed subdivision layout is compatible with the existing pattern of development in the surrounding area. The lot sizes, while smaller than some existing properties, maintain a low-density coastal character that is in keeping with the neighbourhood. The road network and access arrangements have been designed to integrate seamlessly with the existing Yorke Road, enhancing connectivity while respecting the established urban form.

3.4 The subdivision design incorporates several features that contribute to the long-term sustainability and preservation of the coastal environment:

- Compact design: By creating moderately-sized lots, the development makes efficient use of land while maintaining a low-density feel, reducing sprawl and preserving more of the natural environment.
- Greenways and open spaces: The layout includes significant areas of communal open space and enhanced esplanade reserves, which protect and enhance the natural coastal character.
- Stormwater management: The design incorporates low impact design principles for stormwater management, helping to protect the quality of runoff entering the coastal environment.
- Vegetation preservation: Existing significant trees and vegetation are retained where possible, particularly along the coastal edge, maintaining the natural character of the area.
- Pedestrian connectivity: The network of walkways and cycleways promotes sustainable transportation options, reducing reliance on private vehicles.
- Future-proofing: The lot sizes and layout allow for potential future intensification if required, without compromising the immediate environmental quality.

3.5 The proposed allotment sizes and dimensions strike a balance between efficient land use and preservation of the coastal environment. They provide for the intended residential use while maintaining compatibility with the surrounding area and incorporating sustainable design principles. This approach ensures that the long-term implications of the subdivision contribute positively to the preservation of the coastal environment while meeting the community's housing needs.

Natural and Other Hazards

3.6 The proposal has considered natural hazard information from both the Far North District Council and Northland Regional Council, particularly regarding coastal flood hazards and erosion risks. A comprehensive geotechnical investigation has been carried out by Haigh Workman Ltd, informing the subdivision design and identifying any potential hazards.

3.7 The subdivision design ensures that potential adverse effects on neighbouring properties are minimised, particularly in terms of stormwater management and erosion control. In relation to inundation factors:

- Filling: Minimal filling is proposed, primarily for preloading Lot 22 (a non-residential site) in the flood-prone area. This has been designed to avoid adverse effects on natural drainage patterns.

- Flood plain management: The subdivision layout respects existing flood plains, with only Lot 22 requiring specific flood mitigation measures.
- Coastal protection: No specific coastal protection structures are proposed, as the development is set back from the immediate coastal edge.
- Boundary drainage: The stormwater management plan includes provisions for boundary drainage where necessary to protect surrounding properties.
- Outfalls: Existing stormwater outfalls have been assessed as adequate, with no upgrades required.
- Retention basins: The stormwater management plan incorporates low impact design principles, including the use of swales and check dams to regulate runoff.

3.8 The geotechnical report has identified potential slope stability issues for Lots 1 and 2. Recommendations for mitigation, such as soldier piling for foundations, will be implemented. Consent notices on titles may be used to ensure ongoing compliance with these measures.

3.9 The geotechnical report has identified potential subsidence risk for Lot 22 on the alluvial plain. Preloading of the building site is proposed to mitigate this risk. Appropriate consent notices will be registered on the title to ensure compliance with ongoing geotechnical requirements, and to preclude residential dwellings on that site unless further investigation is undertaken in the future.

3.10 No contaminated sites have been identified within the development area. However, if any contamination is discovered during development, appropriate soil testing and remediation measures will be implemented.

3.11 In relation to land filling and excavation:

- Dust and visual effects: The limited earthworks proposed are not expected to cause significant dust nuisance or visual detraction.
- Surface drainage: The earthworks design maintains natural drainage patterns where possible, with engineered solutions where necessary.
- Fill material: Any fill used will be cleanfill, sourced from appropriate locations to avoid contamination risks.
- Filtration effects: The stormwater management plan includes measures to mitigate potential adverse effects on neighbouring properties.
- Emergency remedies: An erosion and sediment control plan will be implemented during construction to manage potential emergencies.

- Compliance with Section 12.3: All earthworks will comply with the relevant rules in Section 12.3 of the District Plan.

- Impact on values: The earthworks have been designed to minimise impacts on heritage, ecological, and cultural values. No significant waterways are affected.

- Waterway enhancement: The proposal includes enhancement of the esplanade reserve, which will have beneficial effects on the coastal environment.

Water Supply

3.12 The proposed development is only partially within the "Area of Benefit" for reticulated water supply. While existing dwellings on the site are currently reticulated, FNDC 3 Waters has advised that due to network capacity restrictions, the new development will require on-site water supply.

3.13 Two viable options have been identified for on-site water supply:

1. Individual 25,000L underground tanks for each lot; or

2. A shared 550m³ community tank located in the common area.

3.14 Both options will be designed to ensure a consistent and reliable water supply that complies with the Drinking Water Standards of New Zealand. The final design details will be determined at the Engineering Plan Approval stage.

3.15 The New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008 recommends a minimum water storage capacity of 45m³ within 90m of each dwelling for single-family homes without sprinkler systems in non-reticulated areas. The proposed on-site water supply options will be designed to meet or exceed these requirements, ensuring adequate firefighting capability for the development.

3.16 While the development will not fully connect to the public reticulated system, the on-site water supply infrastructure will be designed and installed in accordance with the Council's "Engineering Standards and Guidelines" and NZS 4404:2004. This includes appropriate pipelines, pumps, and ancillary equipment necessary for distributing water throughout the subdivision.

3.17 As the development will utilise on-site water supply systems, there will be no additional demand placed on existing public water supply systems. The proposed solutions eliminate the need for new public reservoirs, pumping stations, or increased pipe sizes in existing streets. Each lot or the community as a whole will be self-sufficient in terms of water supply.

Stormwater Disposal

3.18 The proposed stormwater management system complies with the Northland Regional Plan and does not trigger any thresholds requiring additional resource consents. The development will discharge stormwater directly to the Waitangi estuary, which is consistent with existing discharge patterns in the area.

3.19 The stormwater design adheres to the Council's "Engineering Standards and Guidelines" (2004) - Revised March 2009 and NZS 4404:2004. Detailed stormwater calculations and designs will be provided at the Engineering Plan Approval stage.

3.20 The subdivision incorporates several Low Impact Design (LID) principles to reduce site impermeability and retain natural permeable areas:

- Extensive use of greenways and open spaces
- Retention of existing significant vegetation
- Use of permeable surfaces where possible
- Implementation of swales and check dams for water quality treatment

3.21 The proposed stormwater management system is designed to adequately handle runoff from all impervious surfaces, including roofs and paved areas. The system includes:

- Collection and conveyance through swales and piped networks
- Treatment through check dams and vegetated areas
- Direct discharge to the Waitangi estuary via existing natural flow paths

3.22 The stormwater management plan includes measures to screen out litter and capture contaminants:

- Catchpits for initial screening of debris
- Check dams designed in accordance with GD01 C2.6 for water quality swales
- Vegetated areas for natural filtration

3.23 The design retains and enhances existing natural drainage patterns where possible. The use of swales and open channels aligns with the preference for open natural waterway systems over piped solutions.

3.24 As the development discharges directly to the Waitangi estuary, which has ample capacity, there are no concerns regarding the capacity of Council's outfall systems. The tidal nature of the receiving environment means that attenuation of peak flows is not necessary.

3.25 The stormwater management system has been designed to avoid adverse effects on drainage to or from adjoining properties. The use of swales and check dams will help manage runoff rates and quality. The stormwater system primarily utilises gravity flow, taking advantage of the site's natural topography. No pumping stations are required for stormwater management.

3.26 Appropriate easements will be provided for stormwater infrastructure where required, particularly for the central stormwater lines beneath Greenways A and B. No local purpose reserves are needed specifically for stormwater management.

Sanitary Sewage Disposal

3.27 The existing sewer line on Yorke Road is a 150mm gravity main feeding into a pumpstation at the Haruru Falls campground. Preliminary assessments suggest that the existing infrastructure can likely accommodate the additional wastewater flow from the development, estimated at a peak design flow of 0.92 L/s. However, final confirmation will be subject to the Council capacity check.

3.28 Due to the site's topography, a combination of gravity and pumped systems is proposed:

- An 80mm pressurised line will be laid within the ROW corridor to serve all 22 lots.
- Three pump stations are required at low points within the development:
  1. Front of Lot 9 in the shared driveway
  2. Front of Lot 16 in the shared driveway
  3. An individual pumpstation for Lot 22 (if required in the future)

3.29 This approach ensures efficient wastewater collection and transport from all areas of the development.

3.30 As the development will connect to the existing community network, no alternative on-site treatment or disposal systems are required. The proposed system is designed for immediate connection to the existing network, so temporary systems or future connection provisions are not necessary.

3.31 The proposed wastewater solution represents the best practical option for the site because:

- It utilises existing infrastructure where possible
- It provides a comprehensive solution for the entire development
- The combination of gravity and pumped systems efficiently addresses the site's topography
- It avoids the need for individual on-site treatment systems, which could pose environmental risks

Building Locations

3.32 The subdivision has been designed to provide physically suitable building sites on all lots. The geotechnical investigation conducted by Haigh Workman Ltd confirms that all lots contain viable house sites. The design takes into account the site's topography, with most lots positioned on the gently sloping plateau area. Building envelopes have been identified for each lot to ensure suitability for construction.

3.33 The design does incorporate some restrictions on development for certain lots:

- Lots 1 and 2 require additional geotechnical consideration due to steeper slopes. The house sites for these lots are positioned on the ridgeline near the proposed ROW to ensure stability.

- Lots adjacent to the coastal basalt cliff face have increased setbacks to provide a transition to the natural coastal environment and maintain public views.
- Lot 22, located on the lower alluvial plain, has specific requirements for ground improvement and minimum floor levels due to flood risk in the event that a dwelling is proposed in the future.

3.34 These restrictions are designed to ensure safe and appropriate development on all lots while respecting the site's natural features.

3.35 The Engineering Report identifies that Lot 22 is subject to potential inundation in extreme events. To mitigate this risk, a minimum floor level of 3.4m (NZVD 2016) has been established for any dwelling on this lot if proposed in the future. This level provides adequate freeboard above the predicted 1% AEP flood level (including allowance for sea level rise), ensuring long-term resilience to flooding.

3.36 The subdivision design has given consideration to passive solar design principles:

- The overall layout of the lots, particularly in the main plateau area, allows for buildings to be oriented with good northern exposure.
- The varied lot shapes and sizes provide flexibility for building placement to maximize solar access.
- The Design Report mentions that building envelopes and setbacks have been carefully considered, which can facilitate optimal building orientation for solar gain.
- The mews-style layout for some lots, with vehicle access from the rear, allows for main living areas to face north or east without being compromised by garaging requirements.

3.37 While not every lot may have an ideal east-west axis due to the site's natural contours, the design generally facilitates good solar access. The lots provide ample space for buildings to be positioned for optimal solar orientation within the constraints of each individual lot.

Preservation & Enhancement of Vegetation, Fauna and Landscape

3.38 The subdivision design demonstrates a strong commitment to preserving and enhancing the natural vegetation and landscape features of the site. The Design Report outlines a comprehensive landscaping plan that includes the retention of significant existing trees, particularly along the coastal edge, and extensive new native plantings. This approach aligns with the objectives and policies in Chapter 12 of the Plan, as it preserves the natural character of the coastal environment and enhances biodiversity.

3.39 The proposed greenways and enhanced esplanade reserve will create a continuous network of native vegetation, extending from the existing coastal vegetation into the site. This not only preserves the existing landscape values but also enhances them by creating ecological corridors and improving habitat connectivity. The Design Report indicates that approximately 63% of the site will be retained as common open space, much of which will be dedicated to native planting and natural area enhancement.

Access to Waterbodies

3.40 The proposed subdivision design demonstrates a strong commitment to providing and enhancing public access to the Waitangi River estuary. The development incorporates and expands upon the existing esplanade reserve, creating a continuous public access corridor along the entire waterfront boundary of the site. This approach aligns well with the intent of providing public access to and along the coastal marine area.

3.41 The Design Report outlines three specific access points to the river:

1. From the lower balance lot (Lot 22) to the esplanade reserve between a short backwater and the northern escarpment face.
2. Down the escarpment on the north-east corner to an existing boatshed and ramp.
3. Down the natural gully at the southern end of the site.

3.42 These multiple access points ensure that the public can easily reach the water's edge from different parts of the development, enhancing overall accessibility.

3.43 The subdivision layout is designed to maximise public access to the waterfront. The concept incorporates:

- A network of greenways that connect the internal areas of the development to the esplanade reserve.
- A continuous pedestrian path along the escarpment edge, providing views and access to the river.
- Integration of the esplanade reserve with the development's common open space, creating a seamless transition between the subdivision and the public waterfront area.

3.44 The proposed access arrangements appear appropriate given the nature of the land:

- The design respects the site's topography, using existing natural features (such as the gully) to provide access where possible.
- The escarpment edge path allows for public enjoyment of river views while maintaining a safe distance from the steeper slopes.
- The existing boatshed and ramp access is retained, utilizing established infrastructure.

3.45 The design shows consideration for the environmental sensitivity of the waterbody:

- The esplanade reserve is being enhanced with native plantings, which will help filter runoff and protect water quality.
- Access points are strategically located to minimise erosion and disturbance to the natural shoreline.
- The stormwater management plan incorporates measures to treat runoff before it reaches the estuary, helping to protect water quality.

3.46 The subdivision design strikes a balance between providing public access and protecting the environmental values of the coastal area:

- The continuous esplanade reserve acts as a buffer between the development and the river, helping to protect the coastal environment.
- The enhancement of native vegetation along the waterfront will improve habitat values while also providing an attractive setting for public access.
- The concentration of access at specific points helps prevent widespread disturbance to the coastal edge.

Natural Character of the Coastal Environment

3.47 The proposed subdivision demonstrates a strong commitment to preserving the natural character of the coastal environment:

Escarpment Protection: The design respects and preserves the dominant topographic feature of the site - the exposed rock escarpment around the coastal edge. This maintains the natural landform and visual character of the coastal environment.

Vegetation Retention: Existing significant vegetation, particularly along the coastal edge and escarpment, is retained and protected. This includes mature pohutukawa, karaka, and totara trees that contribute to the coastal character.

Building Setbacks: Increased setbacks are proposed for lots adjoining the esplanade reserve, providing a transition zone between development and the natural coastal environment.

Visual Impact Mitigation: The layout of the subdivision ensures that most buildings will be screened from view from the coastal marine area by existing vegetation and topography. Only a small number of dwellings may be partially visible from certain viewpoints, and these will be largely integrated into the existing vegetated backdrop.

3.48 The proposal goes beyond preservation to actively enhance the natural character of the coastal environment:

Native Planting: The landscaping plan includes extensive new native plantings, particularly within the esplanade reserve and greenway areas. This will strengthen the natural coastal vegetation associations and improve habitat values.

Ecological Connectivity: The design creates a continuous network of native vegetation from the coastal edge into the site, enhancing ecological corridors and improving overall biodiversity.

Stormwater Management: The stormwater system incorporates low impact design principles, including swales and check dams, which help to protect water quality in the coastal environment.

Esplanade Reserve Enhancement: The existing esplanade reserve is being expanded and enhanced as part of the development, improving both its ecological value and its function as a buffer between the development and the coastal edge.

Weed Management: The proposal includes plans for the gradual removal of weed species (such as Chinese Privet, Cotoneaster, and Gorse) and their replacement with native coastal species, improving the overall natural character of the area.

3.49 The subdivision design aims to integrate built forms sensitively with the coastal environment:

Landform Response: The lot layout and building envelopes are designed to express the shape and solidity of the underlying basalt landform, aligning with the natural contours.

Height Controls: Building height is limited to 8m, preserving views and minimising visual impact on the coastal landscape.

Design Guidance: The proposal includes design guidance for future dwellings to ensure they complement rather than dominate the coastal setting.

Energy Efficiency

3.50 The lot layout and building envelopes have been considered in relation to opportunities for solar orientation. The varied lot shapes and sizes provide flexibility for building placement, which allow for optimal solar access on many lots.

3.51 The pedestrian-centric nature of the development includes an extensive network of walking paths, including a continuous path along the coastal edge. This design encourages walking within the development and cycling further afield.

4 Transportation Assessment Criteria

Traffic Intensity & Access

4.1 The proposed 22-lot subdivision is expected to generate approximately 133 vehicle movements per day (based on 6.05 trips per dwelling). This exceeds the assumed Traffic Intensity Factor for the zone but is not considered significant given the capacity of the existing road network.

4.2 Peak traffic movements are likely to occur during typical commuter hours (7-9am and 4-6pm), aligning with existing traffic patterns in the area.

4.3 The main access to the subdivision will be via an existing 50m long (8.75m legal width) right of way along the eastern boundary. This access point is well-separated from adjacent properties, minimising potential conflicts.

4.4 Yorke Road has an 8m width and meets the design criteria for a Type-B road, which is adequate to safely accommodate the additional traffic generated by the development. Internal roads have been designed with a 5m carriageway width, expanding into a 'shared space' with integrated parking.

4.5 The existing footpath on Yorke Road is to be extended into the site. Within the development, an extensive network of pedestrian pathways is proposed, including a continuous path along the coastal edge, promoting safe pedestrian movement.

4.6 The Yorke Road/Falls View Road intersection has been assessed for sight distances, with 75m visibility to the south and 122m to the east, exceeding the minimum requirements for the expected operating speeds.

4.7 The Engineering Report states that vehicle movements per day on Yorke Road are expected to increase from 1302 to 1435 post-development. No existing congestion or safety issues have been identified on Yorke Road or Falls View Road.

4.8 Traffic calming measures, including speed humps, narrowed lanes, and raised pedestrian crossings, will be implemented to mitigate potential impacts within the development. The internal road design as a 'shared space' also helps to reduce vehicle speeds and prioritise pedestrian safety.

4.9 The existing Yorke Road/State Highway 11 intersection has a right turning bay on the major road and a basic left turn immediately after an overtaking lane, which is considered adequate for the expected traffic flows post-development. No additional measures are deemed necessary.

4.10 The proposed access measures are located outside flood hazard and coastal hazard zones, minimising the risk of natural hazards affecting traffic movement or exacerbating environmental risks.

4.11 The development prioritises pedestrian safety with an extensive network of internal pathways, separated from vehicle traffic where possible. The 'shared space' concept for internal roads also promotes pedestrian safety by reducing vehicle speeds.

5 Relevant National & Regional Documents

5.1 Section 104(1)(b) of the RMA requires consideration of the relevant provisions of the District Plan or Proposed District Plan, Regional Plans and Policy Statements and National Policy Statements. These matters are addressed below.

New Zealand Coastal Policy Statement (NZCPS)

5.2 The proposed development aligns well with the objectives of the New Zealand Coastal Policy Statement (NZCPS). It safeguards the coastal environment's integrity by avoiding proximity to significant ecological areas or inland wetlands. The development aims to be visually compatible with the surrounding area, preserving its natural character. It also focuses on providing social, economic, and cultural benefits through new housing opportunities, while maintaining public open space qualities. Overall, the proposal does not conflict with New Zealand's international obligations regarding the coastal environment and is open to incorporating tangata whenua involvement and mātauranga Māori into its sustainable management practices.

National Environmental Standards (NES) Assessment

5.3 The proposed subdivision and development do not trigger any consenting thresholds under the National Environmental Standards for Freshwater or Contaminants in Soil. Specifically, there are no identified inland wetlands within or near the subject site, and the site has not been identified as production land or as having any Hazardous Activities and Industries List (HAIL) activities. Therefore, the proposal is not subject to any of the listed NES, streamlining the consenting process for the development.

Northland Regional Policy Statement (RPS)

5.4 The proposed development aligns closely with the objectives set forth in the Northland Regional Policy Statement (RPS). Specifically, the development aims for integrated catchment management (Objective 3.1) by considering the site's proximity to the Waitangi River and ensuring that water quality is not adversely affected. The development also focuses on improving region-wide water quality (Objective 3.2) by incorporating sustainable stormwater management practices. It aims to maintain ecological flows and water levels (Objective 3.3) and safeguard indigenous ecosystems and biodiversity (Objective 3.4). The proposal contributes to economic wellbeing (Objective 3.5) by providing new housing opportunities and supporting local businesses. It also aims to optimise the use of existing infrastructure (Objective 3.8) and integrate it effectively with the proposed subdivision (Objective 3.11).

5.5 Furthermore, the development is designed to minimise natural hazard risks (Objective 3.13) and protect the natural character of the environment (Objective 3.14). It also opens the door for tangata whenua involvement in decision-making (Objective 3.12), aligning with the kaitiaki role of the indigenous community. Overall, the proposed development is not contrary to the outcomes sought by the relevant objectives of the RPS and aims to create a sustainable, economically viable, and environmentally responsible community.

6 District Plan Objectives & Policies Assessment

Assessment under the Far North Operative District Plan

Residential Zone - Operative Plan

Objectives:

7.3.1 - Ensure urban activities don't cause adverse environmental effects

7.3.3 - Avoid, remedy or mitigate adverse effects on existing urban amenity values

7.3.4 - Enable urban activities where they won't adversely affect character and amenity

7.3.5 - Achieve development of community services as part of urban development

Policies:

7.4.1 - Maintain or enhance amenity values of existing and new developed areas

7.4.2 - Ensure effects in residential areas are appropriate for residential activities

7.4.3 - New development to avoid or remedy adverse effects on public facilities/services

7.4.4 - Design stormwater systems to minimize adverse environmental effects

7.4.5 - New urban development to avoid various adverse effects (on natural character, significant habitats, landscapes, cultural values, natural hazards, etc.)

Assessment

6.1 The proposed subdivision aligns well with the objectives and policies of Chapter 7. The design demonstrates a strong focus on responding to and enhancing the natural environment, which addresses Objective 7.3.1 and Policy 7.4.5. The concept aims to strengthen natural escarpment values, draw green spaces into the site, and provide continuity of native vegetation. This approach, along with minimal earthworks and following natural contours, helps avoid adverse effects on the natural character of the area.

6.2 In terms of amenity values (Objectives 7.3.3, 7.3.4 and Policies 7.4.1, 7.4.2), the proposal takes an innovative approach. By retaining over 60% of the site as common open space and separating vehicle and pedestrian access, the design aims to create high-quality amenity even with smaller lot sizes. The alternative design standards proposed, including setbacks and height controls, are intended to manage effects between lots while creating a village-like character (Design Report p.24-32). The visual effects assessment confirms negligible impact on neighbouring properties and public viewpoints, further supporting the maintenance of existing amenity values.

6.3 The stormwater management approach aligns with Policy 7.4.4, maintaining existing flow paths and using check dams for water quality treatment. This, along with the assessment of potential flood hazards, demonstrates consideration of environmental effects and natural hazards as required by Policy 7.4.5.

6.4 The pedestrian-centric design with extensive open spaces and walkways contributes to community amenity and services as sought through Objective 7.3.5. Overall, the proposed subdivision takes a thoughtful, context-sensitive approach that aligns well with the urban environment objectives and policies

of Chapter 7. The alternative design approaches proposed are intended to better achieve the policy outcomes compared to standard subdivision practices, particularly in terms of environmental responsiveness and amenity creation.

Coastal Environment – Operative Plan

Objectives

10.3.1: Manage coastal areas to minimize adverse effects

10.3.2: Preserve natural character of coastal environment

10.3.3: Consider Māori cultural values and enable participation

Policies

10.4.1: Require scale and location of development that protects natural character

Coastal Environment – Proposed Plan

Objectives

CE-O1: Commit to long-term preservation of natural coastal character

CE-O2: Preserve coastal environment qualities

CE-O3: Require scale consistency with existing built development

Policies

CE-P4: Consolidate development around urban centers

CE-P5: Ensure adequate infrastructure and coastal character compatibility

CE-P10: Consider various context factors in development impacts

Assessment

6.5 The proposal aligns with the residential objectives and policies by:

- Enhancing public access and recreation
- Improving coastal water quality
- Making a positive contribution to coastal environment qualities
- Avoiding undue loss of natural character

Landscapes and Natural Features Objectives and Policies

6.6 The proposed development is in line with the objectives and policies of Section 12.1, which focuses on landscapes and natural features. The development aims to protect outstanding landscapes and natural features from inappropriate use (Objective 12.1.3.1) and takes into account both positive and adverse effects on these landscapes (Policy 12.1.4.1). The proposal also aims to maintain the scientific and amenity values of natural features (Objective 12.1.3.2) and seeks to avoid or mitigate significant adverse effects on these values (Policy 12.1.4.6).

Indigenous Flora and Fauna Objectives and Policies

6.7 The development also aligns with the objectives and policies of Section 12.2, which focuses on indigenous flora and fauna. The proposal aims to maintain and enhance the life-supporting capacity of ecosystems (Objective 12.2.3.1) and protect areas of significant indigenous vegetation and fauna habitats (Objective 12.2.3.2). Moreover, the development is designed to be adaptable, should future assessments identify any areas of ecological significance. This aligns with the Ecosystems and Indigenous Biodiversity objectives and policies of the PDP. It adheres to policies that call for the protection of these areas (Policy 12.2.4.1) and takes into account the overall biodiversity and amenity of the District (Policy 12.2.4.5). The development also considers Māori cultural values associated with landscapes and indigenous flora and fauna (Policy 12.2.4.14).

Natural Hazards Objectives and Policies

6.8 The proposed development takes into account the objectives and policies outlined in Section 12.4, which focus on natural hazards. The development aims to reduce the threat of natural hazards to life, property, and the environment (Objective 12.4.3.1). It also ensures that the development does not induce or exacerbate the effects of natural hazards (Objective 12.4.3.2). The proposal adheres to policies that call for earthworks and structures to be carried out in a manner that avoids exacerbating natural hazards (Policy 12.4.4.1) and takes into account sea level rise predictions when assessing development in potentially affected areas (Policy 12.4.4.4).

Heritage Objectives and Policies

6.9 The development is also in line with the objectives and policies of Section 12.5, which focuses on heritage. The proposal aims to protect and retain the heritage values of resources, including those of an archaeological, architectural, cultural, and historic nature (Objective 12.5.3.1). It also seeks to protect waahi tapu and other sites of spiritual, cultural, or historical significance to Māori (Objective 12.5.3.2). The development adheres to policies that ensure the heritage values of any building, object, or site are not adversely affected by subdivision or land use activities (Policy 12.5.4.2) and that notable trees are provided protection unless they pose a hazard (Policy 12.5.4.3).

Lakes, Rivers, Wetlands, and the Coastline Objectives and Policies

6.10 The proposed development is also aligned with the objectives and policies outlined in Section 12.7, which focuses on lakes, rivers, wetlands, and the coastline. The development aims to avoid, remedy, or mitigate the adverse effects of subdivision, use, and development on riparian margins (Objective 12.7.3.1). It also seeks to protect the natural, cultural, heritage, and landscape values associated with water bodies and coastal environments (Objective 12.7.3.2).

6.11 The proposal adheres to policies that require the effects of new structures on or adjacent to water bodies to be considered (Policy 12.7.4.1). It also aims to improve or enhance water quality by separating land use

activities from water bodies and retaining riparian vegetation as buffer strips (Policy 12.7.4.2). The development is designed to avoid adverse effects on the natural character and functioning of riparian margins and indigenous wetlands (Policy 12.7.4.3).

6.12 Public access to and along water bodies will be provided in a manner that protects significant indigenous vegetation, habitats, and cultural values (Policy 12.7.4.6). The development also complies with provisions for acquiring esplanade reserves and strips (Policy 12.7.4.8) and aims to limit the extent of impervious surfaces to protect water quality (Policy 12.7.4.11).

Subdivision Objectives and Policies

6.13 The proposed development aligns well with the objectives outlined in Section 13, which focuses on subdivision. The development aims to promote the sustainable management of natural and physical resources in the District (Objective 13.3.1). It is designed to ensure that the subdivision does not compromise the life-supporting capacity of air, water, soil, or ecosystems and mitigates any adverse effects on the environment (Objective 13.3.2).

6.14 The proposal is also in line with the objective to protect outstanding landscapes or natural features in the coastal environment (Objective 13.3.3). It ensures that heritage resources are not adversely affected through alienation from their immediate setting or context (Objective 13.3.4).

6.15 The development plan includes provisions for a reticulated water supply and/or on-site water storage, as well as sufficient stormwater management (Objective 13.3.5). It encourages innovative development and integrated management of effects, aiming for superior outcomes in areas such as the protection, enhancement, and restoration of valuable features (Objective 13.3.6).

6.16 The proposal recognises and provides for the relationship between Māori and their ancestral lands, water, sites, waahi tapu, and other taonga (Objective 13.3.7). It also ensures an adequate electricity supply (Objective 13.3.8) and supports energy-efficient design through appropriate site layout and orientation (Objective 13.3.9). The design of the subdivision promotes efficient provision of infrastructure, including access to alternative transport options, communications, and local services (Objective 13.3.10). Lastly, it ensures that the operation and maintenance of the existing National Grid are not compromised (Objective 13.3.11).

Transportation Objectives and Policies

6.17 The development aims to minimise the adverse effects of traffic on both the natural and physical environment, aligning well with Objective 15.1.3.1 of the Operative District Plan (ODP). This focus on reducing the impact of vehicular movement is a key aspect of the ODP. Additionally, the development plan includes provisions for on-site car parking and considers pedestrian access. This is in line with Objective 15.1.3.3 of the ODP, which emphasises the importance of safe and convenient site access for both vehicles

and pedestrians. Furthermore, the development promotes the safe and efficient movement and circulation of all forms of traffic, including those with disabilities, fulfilling Objective 15.1.3.5 of the ODP.

6.18 In terms of policies, the development adheres to several key points outlined in the ODP. For instance, Policy 15.1.4.1 specifies that the traffic effects of activities should be evaluated during the resource consent application process, a guideline that the development plans to follow. The development also intends to regulate the number, size, gradient, and placement of vehicle access points to assist with traffic safety and control, aligning with Policy 15.1.4.6 of the ODP. Moreover, the needs and effects of cycle and pedestrian traffic have been considered in the development proposal, fulfilling Policy 15.1.4.7.

6.19 Given the residential nature of the development, certain aspects of Chapter 15, such as those related to commercial areas and seasonal tourist demand for parking, are not directly applicable. Overall, the proposed residential development appears to align well with the relevant objectives and policies of the Transportation section of the ODP. It takes into consideration the impact on traffic, the provision of parking, and the safety and accessibility for all users, including pedestrians and those with disabilities.

Assessment under the Far North Proposed District Plan

Urban Form and Development

6.20 In accordance with the Far North Proposed District Plan's Urban Form and Development Chapter, the proposed subdivision has been meticulously designed to align with the Plan's strategic objectives. The well-being of future residents is a primary consideration in the planning of this subdivision, thereby fulfilling Objective SD-UFDO1. The development is strategically located around existing reticulated networks within the town centre, supporting a more compact urban form and offering a mix of housing typologies. This approach is in line with Objective SD-UFDO2.

6.21 Furthermore, the subdivision has been planned with adequate development infrastructure to meet the anticipated demands for both housing and business activities, consistent with Objective SD-UFDO3. Resilience measures have been integrated into the subdivision design to ensure adaptability to the impacts of natural hazards and climate change, meeting the criteria set forth in Objective SD-UFDO4.

General Residential

6.22 The proposed subdivision is in alignment with the objectives and policies of the General Residential Chapter of the Far North Proposed District Plan. Specifically, the subdivision offers a variety of housing types and lot sizes, meeting the criteria set forth in Objective GRZ-O1. It is designed to consolidate urban residential development around existing infrastructure, thereby enhancing the function and resilience of the receiving residential environment and reducing urban sprawl, in line with Objective GRZ-O2.

6.23 The subdivision is supported by adequate and programmed development infrastructure, fulfilling Objectives GRZ-O4 and GRZ-O5. It also incorporates sustainable development techniques to ensure

resilience to climate changes, as per Objective GRZ-O6. The subdivision complies with Policy GRZ-P1 by ensuring adequacy and capacity of available or programmed development infrastructure. It also meets the requirements of Policy GRZ-P2, providing reticulated services such as telecommunications, local electricity distribution network, wastewater, and potable water and stormwater where available.

6.24 Furthermore, the proposed subdivision is designed to provide communities with functional and high-amenity living environments, aligning with Policy GRZ-P5. It encourages and supports the use of on-site water storage for sustainable and efficient use of water resources, as encouraged by Policy GRZ-P6. The design also incorporates energy-efficient elements and the potential for small-scale renewable electricity generation, in line with Policy GRZ-P7.

Subdivision

6.25 The proposed subdivision is in full compliance with the objectives and policies outlined in the Subdivision Chapter of the Far North Proposed District Plan. The subdivision is designed for efficient land use, aligning with Objective SUB-O1 by contributing to the local character and avoiding any reverse sensitivity issues. It also adheres to the objectives of the relevant zone and does not increase risks from natural hazards.

6.26 In terms of infrastructure, the subdivision is planned in a manner that is integrated, efficient, and future-proofed, meeting the criteria of Objective SUB-O3. It also aligns with Policy SUB-P6 by ensuring that the subdivision will be appropriately serviced and integrated with existing and planned infrastructure. The subdivision is accessible and well-integrated with the surrounding environment, providing for public open spaces and esplanades where applicable, in line with Objective SUB-O4.

6.27 The subdivision complies with Policy SUB-P3 by creating allotments that are consistent with the purpose and characteristics of the zone, have an adequate size and shape for building platforms, and have legal and physical access. It also aligns with Policy SUB-P5 by providing for a safe, connected, and accessible environment. The design minimises vehicle crossings, avoids cul-de-sac development where possible, and maximises accessibility and connectivity through walkways and cycleways.

6.28 Furthermore, the proposed subdivision addresses the effects of the activity requiring resource consent, as outlined in Policy SUB-P11. It is consistent with the scale, density, design, and character of the environment and the purpose of the zone. It also considers the adequacy and capacity of available or programmed development infrastructure, manages natural hazards, and considers any historical, spiritual, or cultural associations held by tangata whenua.

Transport

6.29 The proposed subdivision is designed to be in harmony with the Transport Objectives and Policies of the Far North Proposed District Plan. The development recognises the importance of a well-connected transport network, aligning with Objective TRAN-O1 by supporting the economic, cultural, environmental,

and social well-being of current and future generations. It also minimises adverse effects on historical, cultural, and natural values, in line with Objective TRAN-O2.

6.30 The subdivision is planned to integrate land use and all modes of transport, ensuring a safe, efficient, and well-connected transport network as per Objective TRAN-O3. It adheres to Policy TRAN-P3 by carefully managing the subdivision layout, location of buildings, and design of access and parking to ensure the safe and efficient operation of the transport network. The development also considers the volume of traffic from land use activities and provides for vehicular, pedestrian, and cyclist needs, including those with limited mobility.

6.31 Parking, loading, and access provisions are designed to support the needs of land use and subdivision activities while ensuring safe and efficient operation for users, aligning with Objective TRAN-O4. The development complies with Policy TRAN-P4 by managing the design, location, and supply of parking to achieve the safe and efficient operation of the transport network, while also managing character and amenity effects on the local environment.

6.32 The proposed subdivision is designed to be resilient to the likely current and future effects of climate change and aims to reduce greenhouse gas emissions, in line with Objective TRAN-O6. It also aligns with Policy TRAN-P8 by addressing the effects of the activity requiring resource consent, including the type and level of traffic anticipated, safety requirements, and the management of stormwater.

Coastal Environment

6.33 The proposed subdivision is meticulously planned to align with the Coastal Environment Objectives and Policies of the Far North Proposed District Plan. The development is committed to the long-term preservation and protection of the natural character of the coastal environment, in accordance with Objective CE-O1. It aims to preserve the characteristics and qualities of the coastal environment, as outlined in Objective CE-O2, by being consistent with surrounding land use and avoiding urban sprawl outside of urban zones.

6.34 The subdivision is designed to be of a scale consistent with existing built development in coastal environment within urban zones, fulfilling Objective CE-O3. It adheres to Policy CE-P4 by consolidating land use and subdivision around existing urban centres, thereby avoiding sprawl or sporadic patterns of development. The development also complies with Policy CE-P5 by ensuring adequacy and capacity of available or programmed development infrastructure, and by being consistent with the characteristics and qualities of the coastal environment.

6.35 The proposed subdivision takes into account Policy CE-P10 by carefully considering the presence or absence of buildings, structures, or infrastructure, the temporary or permanent nature of any adverse effects, and the location, scale, and design of the proposed development. It also considers the ability of the environment to absorb change, the need for and location of earthworks or vegetation clearance, and the

likelihood of the activity exacerbating natural hazards. Furthermore, the development aims to enhance public access and recreation, improve the overall quality of coastal waters, and make a positive contribution to the characteristics and qualities of the coastal environment.

Public Access

6.36 The proposed subdivision is designed to align closely with the Public Access Objectives and Policies of the Far North Proposed District Plan. In accordance with Objective PA-O1, the development aims to protect, maintain, and enhance public and customary access to and along the coastal marine area and waterbodies for current and future generations. The subdivision layout includes the provision of esplanade reserves along the coastal marine area, fulfilling Policy PA-P1 and PA-P2. These reserves are designed to enhance existing ecological and natural values, enable public recreation, and provide connectivity between other public places, thereby also meeting the criteria set out in Policy PA-P5.

6.37 Furthermore, the subdivision plan takes into account the management of natural hazards, preservation of natural character, and cultural and landscape values, aligning with Objective PA-O2. It also provides for the protection of cultural or historic heritage values and sites of significance to Māori, as outlined in Policy PA-P2 and PA-P5. In summary, the proposed subdivision is committed to achieving the outcomes sought by the Public Access Chapter, ensuring a harmonious and sustainable integration with the surrounding environment while enhancing public access and connectivity.

Infrastructure

6.38 The proposed subdivision is meticulously planned to align with the Infrastructure Objectives and Policies of the Far North Proposed District Plan (PDP). In line with Objective I-O1, the development aims to provide safe, efficient, and resilient infrastructure that caters to the current and future needs of the community. The subdivision incorporates modern infrastructure technologies, fulfilling Policy I-P12, to ensure network resilience and efficiency. It also plans for the coordinated delivery of essential services like water, electricity, and internet, adhering to Policy I-P5, which calls for the integration of infrastructure planning at the time of land use and subdivision.

6.39 Furthermore, the subdivision is designed to protect existing and future infrastructure from incompatible land use and reverse sensitivity effects, in accordance with Objective I-O3 and Policy I-P7. It also takes into account the need to minimise adverse effects on historical, cultural, and natural values, aligning with Objective I-O4 and Policy I-P3. Special attention is given to the location of infrastructure to ensure it does not hinder the ability of tangata whenua to develop land in the Māori Purpose zone, as per Objective I-O6 and Policy I-P11. Overall, the proposed subdivision is committed to achieving the infrastructure-related outcomes sought by the PDP, ensuring a well-integrated, efficient, and resilient infrastructure network that enhances the quality of life for its residents.

Natural Hazards

6.40 The proposed subdivision is designed with a strong focus on mitigating and managing natural hazards, aligning well with the objectives and policies outlined in the Natural Hazards Chapter of the Far North Proposed District Plan (PDP). In accordance with Objective NH-O1, the development incorporates climate-resilient infrastructure and planning measures to ensure the health, safety, and resilience of communities. It adheres to Policy NH-P5 by requiring a comprehensive risk assessment prior to land use and subdivision, taking into account factors like the nature and frequency of natural hazards, site layout, and the use of natural features as buffers.

6.41 Moreover, the subdivision is planned to not increase existing natural hazard risks, fulfilling Objective NH-O2 and Policy NH-P2. It employs a precautionary approach as per Policy NH-P3, ensuring that risks are either mitigated or not increased. Special attention is given to the location and design of new infrastructure to ensure it is outside of identified natural hazard areas, or if not, that it meets the criteria set out in Objective NH-O3 and Policy NH-P11. The development also aims to protect natural defences and existing structural mitigation assets, aligning with Objective NH-O4 and Policy NH-P12. Overall, the proposed subdivision is committed to achieving the natural hazard-related outcomes sought by the PDP, ensuring a safe and resilient living environment.

Natural Character

6.42 The proposed subdivision aligns well with the objectives and policies of the Natural Character Chapter of the Proposed District Plan (PDP). In line with Objective NATC-O1, the development is designed to preserve and protect the natural character of wetland, lake, and river margins for future generations. It adheres to Policy NATC-P1 by avoiding significant adverse effects on these natural features and mitigating any other adverse effects. The subdivision also incorporates a thorough assessment of the natural character of these areas, as outlined in Policy NATC-P2, ensuring that the development does not compromise their intrinsic qualities, thereby fulfilling Objective NATC-O2.

6.43 Furthermore, the subdivision plan provides for the restoration and enhancement of wetland, lake, and river margins, as encouraged by Policy NATC-P5. It also complies with Policy NATC-P6 by considering various factors relevant to resource consent, such as the location, scale, and design of the proposed development, the operational or functional need for any infrastructure, and the ability to improve overall water quality. The development aims to preserve and protect the natural character of these areas while also considering public access, recreation, and the potential to improve water quality. Overall, the proposed subdivision is in harmony with the objectives and policies of the Natural Character Chapter, aiming to sustainably develop the area while preserving its natural character.

Ecosystems and Indigenous Biodiversity

6.44 The proposed subdivision is consistent with the objectives and policies outlined in the Ecosystems and Indigenous Biodiversity Chapter of the Proposed District Plan (PDP), despite the absence of identified

Significant Natural Areas (SNAs) within or adjacent to the site. The development plan focuses on managing indigenous biodiversity to support the social, economic, and cultural well-being of communities, aligning with Objective IB-O2. While the site does not contain SNAs, the plan is designed to minimise any potential adverse effects on indigenous biodiversity.

6.45 In terms of policies, the subdivision plan is in line with IB-P3 and IB-P5 by aiming to avoid, remedy, or mitigate any potential adverse effects on indigenous vegetation, habitats, and ecosystems. Since the site does not contain SNAs, the requirements of IB-P1 and IB-P4 are not directly applicable. However, the plan is designed to be adaptable, should future assessments identify any areas of ecological significance. The plan also aligns with IB-P5 by not imposing unreasonable restrictions on existing primary production activities and recognising the operational needs of some activities. Overall, the proposed subdivision is in harmony with the objectives and policies of the Ecosystems and Indigenous Biodiversity Chapter, aiming for a sustainable and ecologically responsible development.

Historic and Cultural Wellbeing

6.46 The proposed subdivision is designed to align with the objectives of the Historic and Cultural Wellbeing Chapter of the Proposed District Plan (PDP). While the development does not directly involve iwi and hapū in its planning, it is open to incorporating Te Tiriti o Waitangi partnerships to support the social, economic, environmental, and cultural well-being of tangata whenua, as outlined in Objective SD-CPO1. The plan also aims to respect te ao Māori and tikanga Māori in its decision-making processes, fulfilling Objective SD-CPO2.

6.47 In terms of celebrating the District's diverse cultures and communities, the subdivision plan includes public spaces that can be used for cultural events, thereby contributing to Objective SD-CPO3. While the site does not contain identified historic heritage, the plan is designed to be adaptable should future assessments identify any such areas, aligning with Objective SD-CPO4. The plan also incorporates a district-wide approach to the impacts of climate change and natural hazards and is open to including a te ao Māori decision-making framework developed with iwi and hapū, in line with Objective SD-CPO5.

7 Other Matters

7.1 The establishment of a Body Corporate will serve as a structured and effective mechanism for the ongoing management and maintenance of all jointly owned assets within the development, including common greenways and accessways. This legal entity will be comprised of all future site owners and will be responsible for ensuring that these communal spaces are well-maintained, safe, and accessible. The Body Corporate will have a set of rules and governance structures, typically outlined in a Body Corporate Operational Manual, which will specify the responsibilities, procedures, and financial contributions required from each site owner for the upkeep of these areas.

7.2 By centralising the management responsibilities under the Body Corporate, the development ensures a coordinated approach to asset maintenance and improvement. This not only enhances the quality and longevity of the shared spaces but also provides a clear avenue for site owners to engage in the decision-making process regarding these assets. The Body Corporate will also have the ability to collect levies from site owners to fund regular maintenance activities, future improvements, and any unexpected repairs, thereby ensuring the long-term sustainability and functionality of the communal areas.

8 Part 2 (Purpose and Principles)

8.1 In terms of Part 2 of the Resource Management Act (RMA), the proposed subdivision is designed to promote the sustainable management of natural and physical resources, in line with Section 5 of the Act. The development aims to enable people and communities to provide for their social, economic, and cultural well-being while safeguarding the life-supporting capacity of air, water, soil, and ecosystems. The subdivision plan incorporates measures to protect Significant Natural Areas and indigenous biodiversity, aligning with the principles of safeguarding the life-supporting capacity of ecosystems.

8.2 The proposal also gives particular consideration to the principles of Te Tiriti o Waitangi (Treaty of Waitangi) as outlined in Section 8, by acknowledging the role of tangata whenua as kaitiaki and incorporating a te ao Māori decision-making framework. It aims to maintain and enhance the quality of the environment, as well as the intrinsic values of ecosystems, aligning with Sections 6 and 7 of the RMA. Furthermore, the proposal is consistent with the objective of avoiding, remedying, or mitigating any adverse effects on the environment, thereby fulfilling the overall purpose and principles of the RMA.

8.3 By adhering to these principles, the proposed subdivision seeks to achieve a balanced and sustainable outcome that respects both the natural environment and the needs of the community.

9 Conclusion

Summary of Key Findings

9.1 The proposed 22 Lot residential subdivision at 111 & 115 Yorke Road, Haruru, represents a well-considered and sustainable development initiative. The application aligns with the Far North Operative District Plan and the Far North Proposed District Plan, falling under the category of a Discretionary Activity in the Residential Zone.

Key Highlights:

Sustainable Community: The development aims to create a pedestrian-centric, sustainable community that minimises vehicle impacts and enhances the natural environment, particularly the Waitangi River.

Infrastructure and Services: The proposal has been designed to integrate seamlessly with existing infrastructure, including wastewater, stormwater management systems, and transportation networks.

Environmental Stewardship: Comprehensive assessments have been conducted to ensure minimal environmental impact. The design includes features for environmental protection and sustainability.

Cultural Sensitivity: Open to ongoing consultation with local mana whenua, Ngāpuhi, ensures that the development respects cultural and heritage sites.

Design Excellence: The subdivision adheres to Urban Design Standards, focusing on open space, pedestrian connectivity, and high residential amenity and safety.

Geotechnical Feasibility: A thorough geotechnical assessment confirms the site's suitability for the proposed development, taking into account the unique topographical and geological features of the site.

Compliance and Justification: The application provides a comprehensive assessment against the District Plan's Assessment Criteria, demonstrating that it meets the necessary environmental, social, and economic standards.

Community Benefit: The development will contribute positively to the community of Haruru by providing a range of housing options and enhancing the local environment.

9.2 By addressing the unique challenges and opportunities presented by the site's location, topography, and surrounding environment, the proposed development not only meets but aims to exceed the necessary criteria for a Discretionary Activity in the Residential Zone.

9.3 The application is supported by detailed technical reports and assessments that provide a robust justification for the proposal. Therefore, it is our conclusion that the proposed 22 Lot residential subdivision at 111 & 115 Yorke Road, Haruru, is a well-planned, sustainable, and beneficial development that warrants approval.

Nick Williamson

Planning Consultant

DEVELOPMENT EFFICIENCY

		area	%
	SITE	2.27 ha	
	Development	0.84 ha	37.1%
	Access	0.26 ha	11.4%
	Open-space	1.17 ha	51.6%

Yorke Rd

BLOCK 4

Greenway

BLOCK 1

Greenway

BLOCK 3

BLOCK 2

exist boatsheds

exist boatshed

KEY

- Site Boundary
- Development
- Access Road
- Open-space
- Esplanade Reserve
- Waitangi River
- Visitor Parking

0 10 20 30 40 50 60 70 m

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project Yorke Road

name Concept Scheme

project # 22015-1

SCH 1

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project Yorke Road

name **Lot Plan**

project # 22015-1

SCH 2

Set Page

Yorke Rd

KEY

- Site Boundary
- Lot Boundaries
- Buildable Area
- Frontage Boundary
- Setbacks
- 6m Front Setback
- Alternative HIRB
- V — Vehicle Entry
- Waitangi River

0 10 20 30 40 50 60 70 m

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project Yorke Road

name Planning Controls

project # 22015-1

SCH 3

Set Page

Yorke Rd

KEY

- Site Boundary
- Lot Boundaries
- Buildable Area
- Geotech BLR
- Esplanade 20m Setback
- Waitangi River

0 10 20 30 40 50 60 70 m

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project Yorke Road

name Contraints

project # 22015-1

SCH 4

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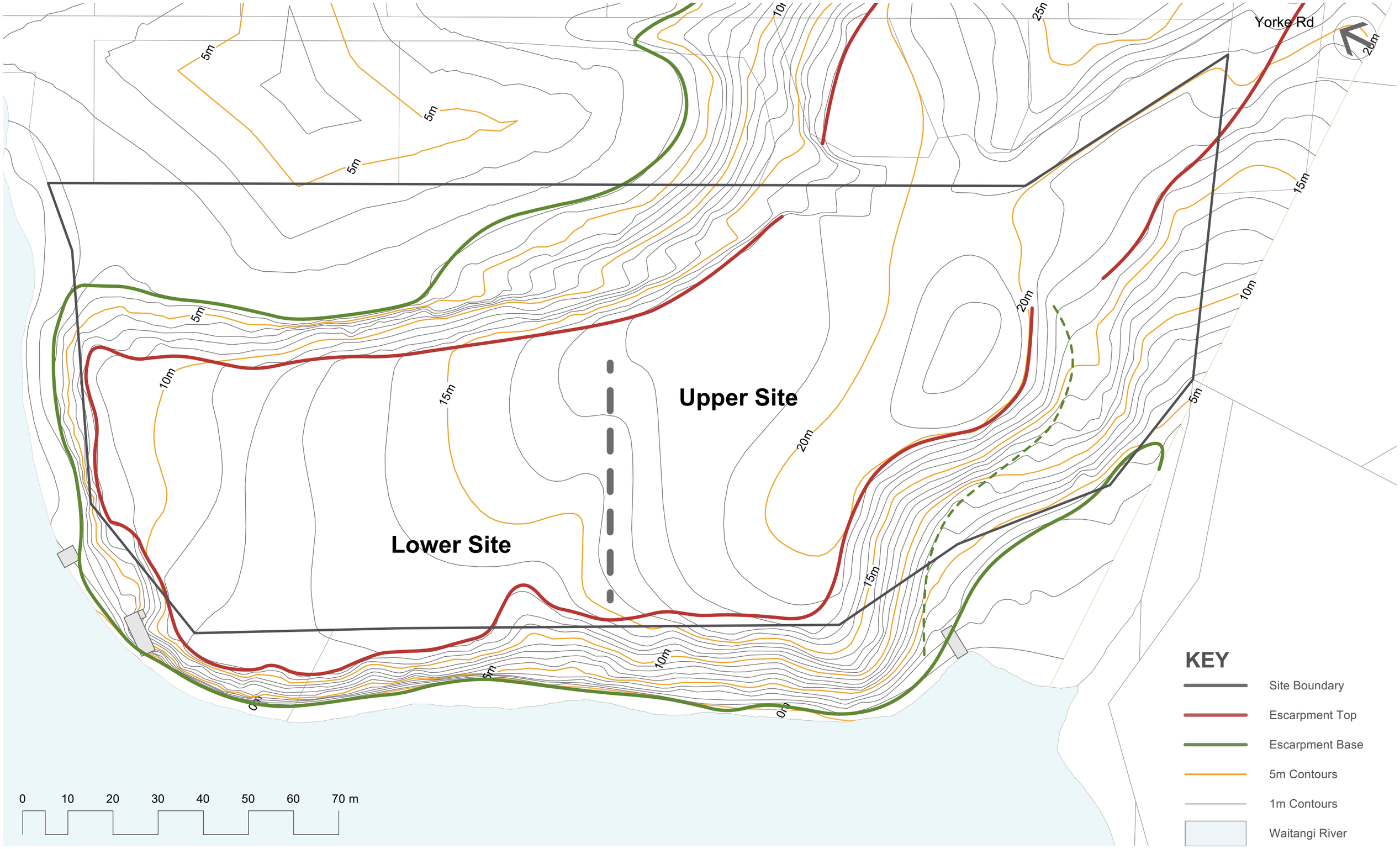
project Yorke Road

name **Movement Network**

project # 22015-1

SCH 5

Set Page



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project Yorke Road

name Topography - Site

project # 22015-1

SCH 6

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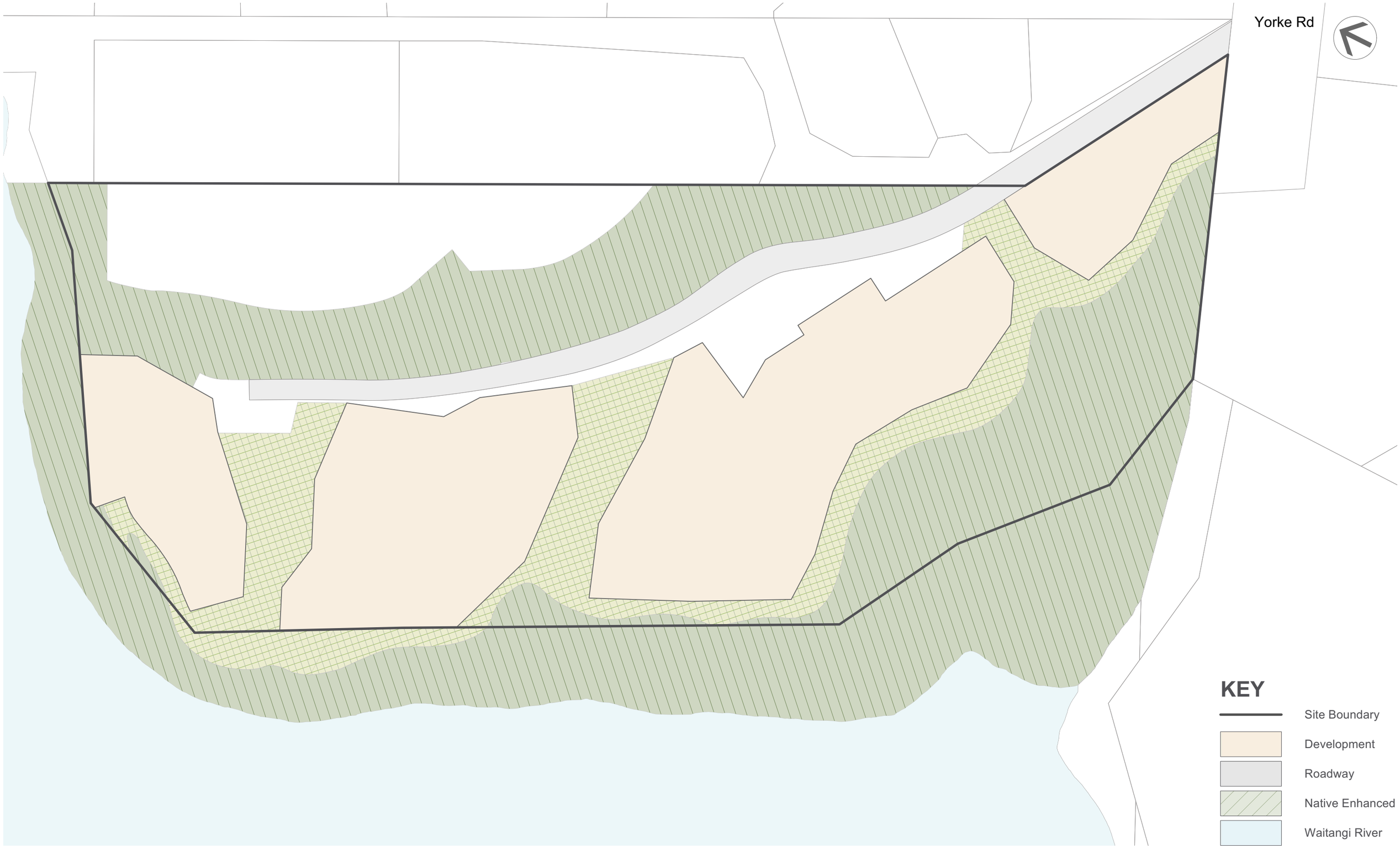

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project Yorke Road

name Natural Vegetation

project # 22015-1

SCH 7

Set Page

Yorke Rd

BLOCK 1

BLOCK 2

BLOCK 3

BLOCK 4

KEY

- Site Boundary
- Development
- Road Reserve
- Mews Reserve
- Egress Route
- Visitor Parking
- Esplanade Reserve
- Waitangi River

0 10 20 30 40 50 60 70 m

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project Yorke Road

name Vehicle Network

project # 22015-1

SCH 8

Set Page

Yorke Rd

Living Street

Greenway 3

Greenway 1

Greenway 2

Mews 1

Mews 2

Mews 3

KEY

- Site Boundary
- Greenways
- Living Street
- Mews
- Waitangi River

0 10 20 30 40 50 60 70 m

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project Yorke Road

name **Road Types**

project # 22015-1

SCH 9

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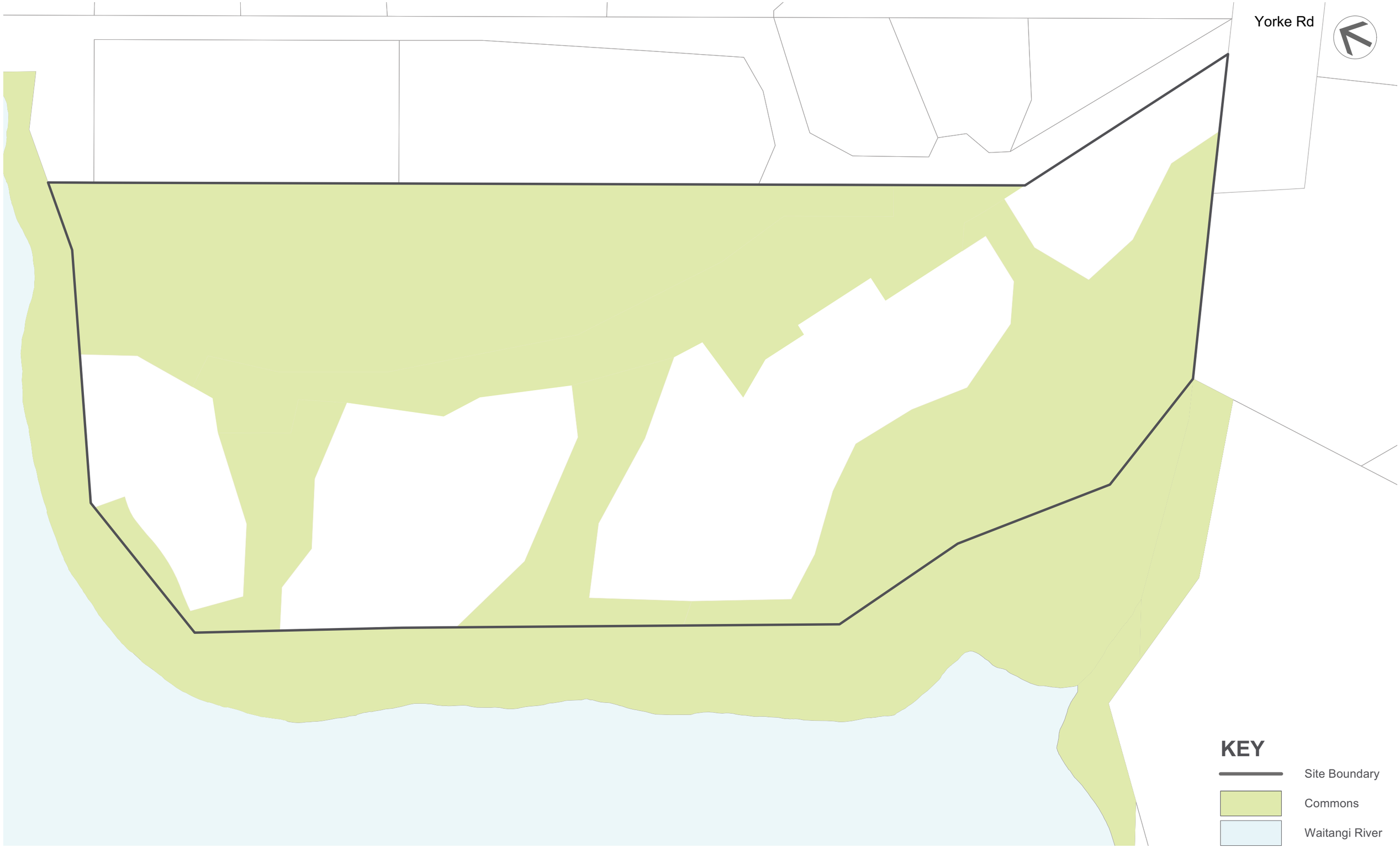

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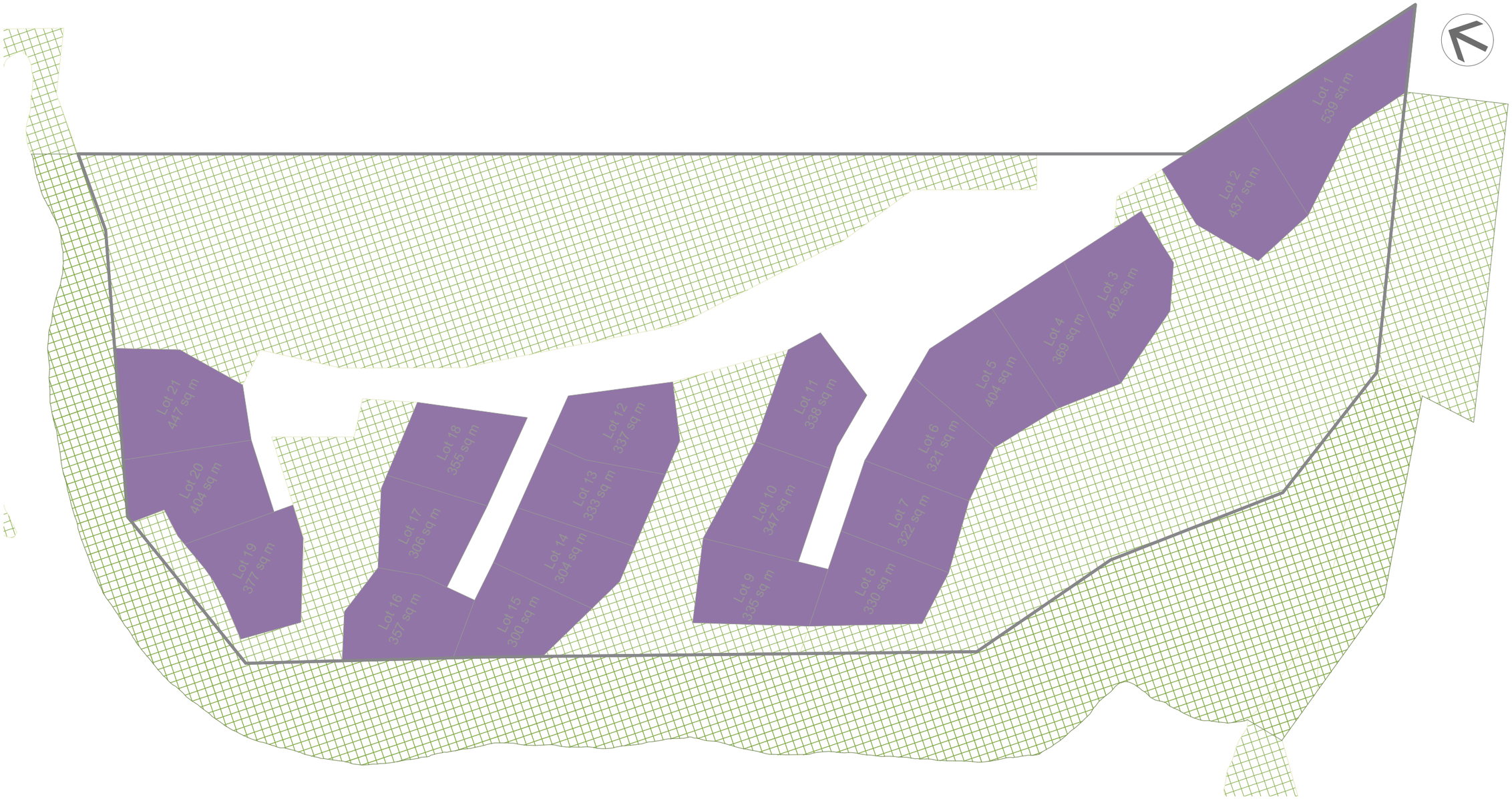
project Yorke Road

name **Commons**

project # 22015-1

SCH 10

Set Page



KEY: Frontage

- Rear Lot
- Footpath - none
- Footpath - crossings
- Footpath - no crossings
- OS Direct

FRONTAGE

	Lots	*Value*	*Score*	
Rear Lot	0	-2	0	
Footpath, none	0	0	0	
Footpath, crossings	0	2	0	
Footpath, no crossings	0	4	0	
OS Direct	21	6	126	
TOTALS:	**21**		**126**	**100%**

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A	10/08/2022	Block reduction; provisional lot plan	tk

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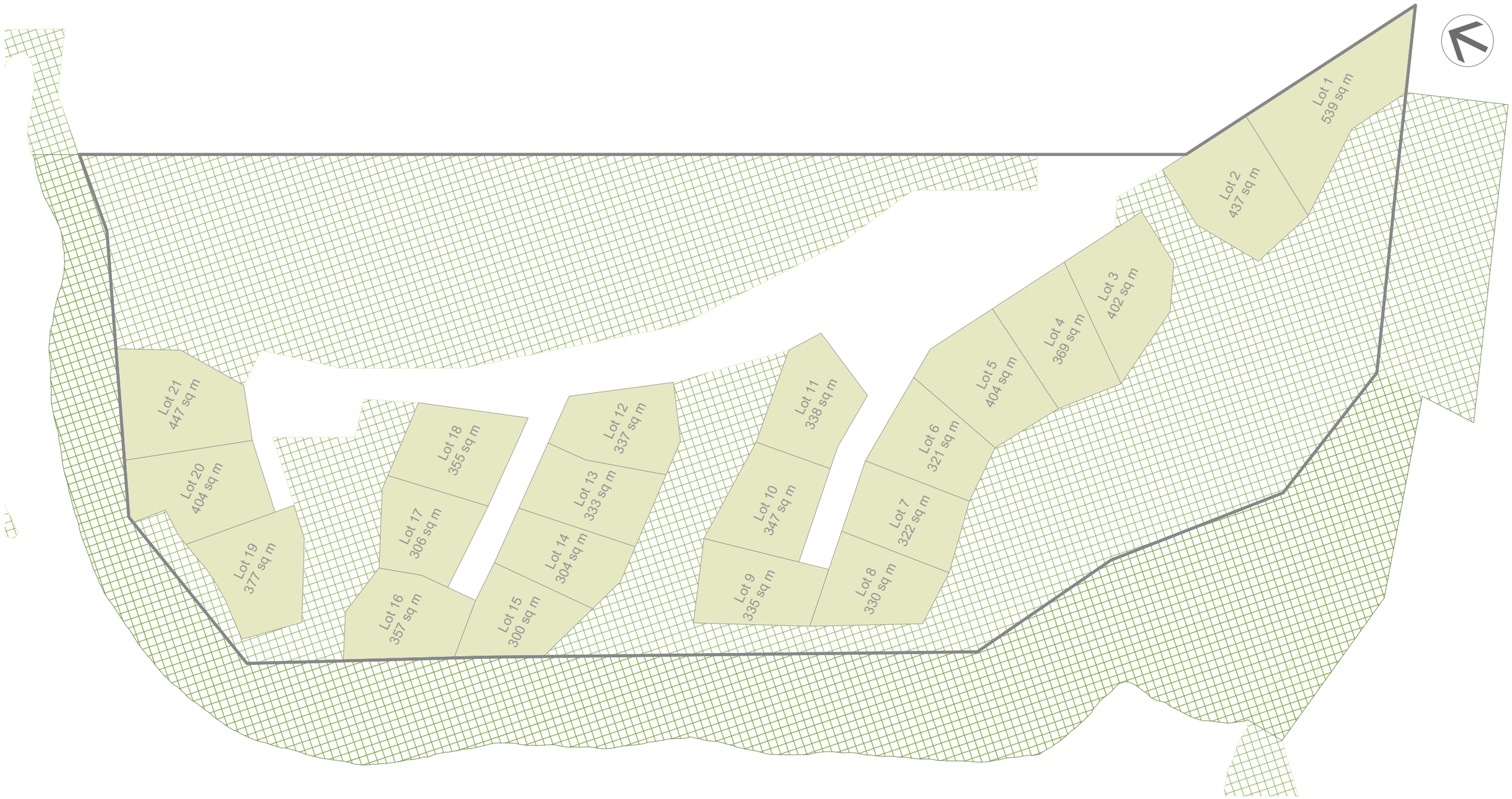
project Yorke Road

name Lot Frontage

project # 22015-1

SP 01

Set Page



KEY: Access

- Front
- Rear

LOT ACCESS

	Lots	*Value*	*Score*	*Max.*
Front	0	0	0	
Rear	21	1	21	
TOTALS:	**21**		**21**	**100%**

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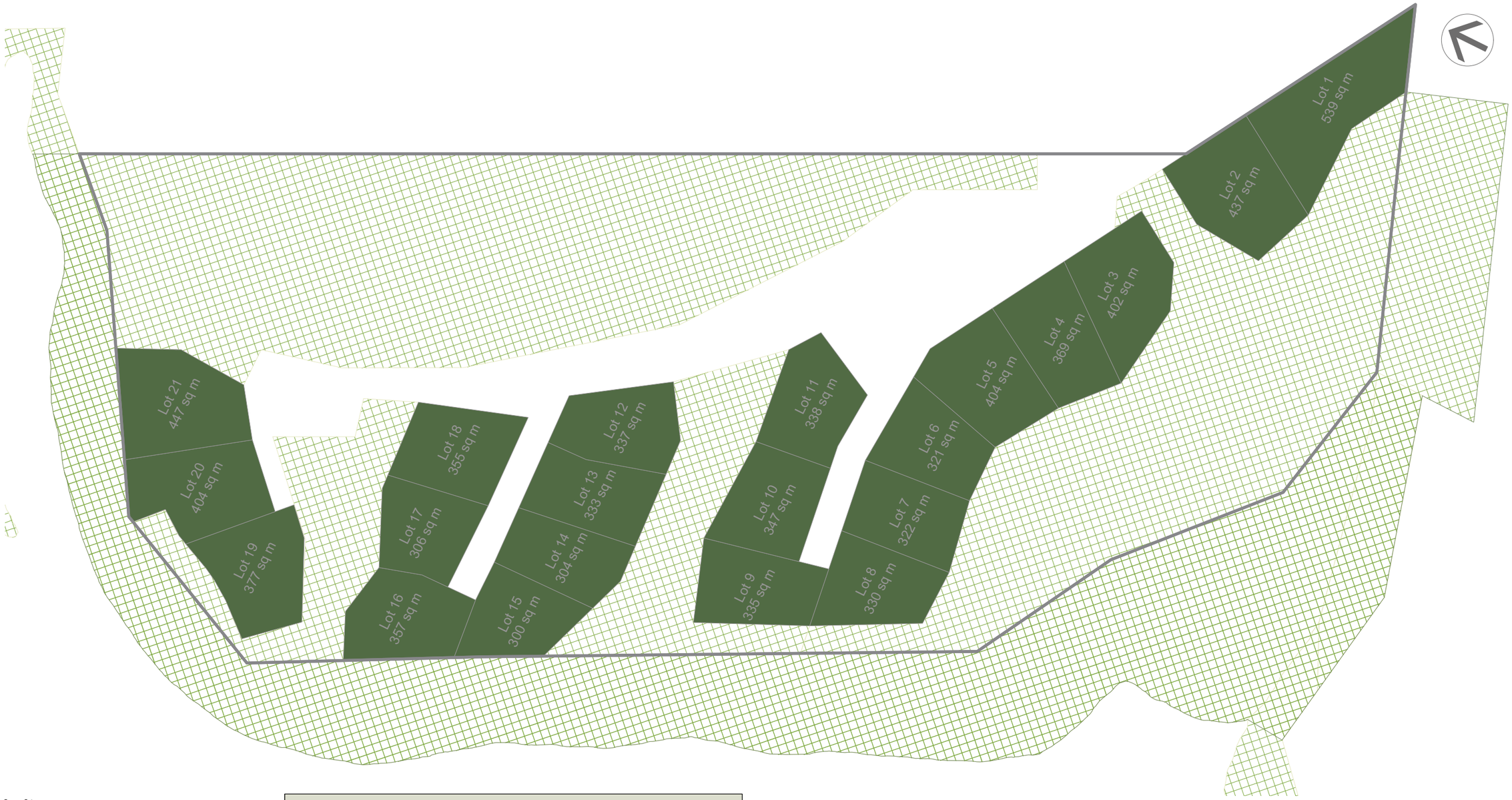
project Yorke Road

name **Access**

project # 22015-1

SP 02

Set Page



KEY: OS Proximity

- 401m - Infinity
- 200 - 399m
- 100 - 199m
- 50 - 99m
- 10 - 49m
- 1 - 10m

OS PROXIMITY

	Lots	*Value*	*Score*	*Max.*
>400m	0	-2	0	
200-400m	0	1	0	
100-200m	0	2	0	
50-100m	0	3	0	
1-50m	0	4	0	
OS Direct	21	6	126	
TOTALS:	**21**		**126**	**100%**

common ground STUDIO
office@cgstudio.co.nz
Auckland, NZ T (+64) 9 302 2200
www.cgstudio.co.nz

client: Yorke Road Developments Limited

rev	date	details	by
A	10/08/2022	Block reduction; provisional lot plan	tk

scale 1:1,500 size A3
Do not scale drawings. Verify all dimensions on site.

drawn tk checked By

pr date 21/08/2024

file BASE Yorke 2.vwx

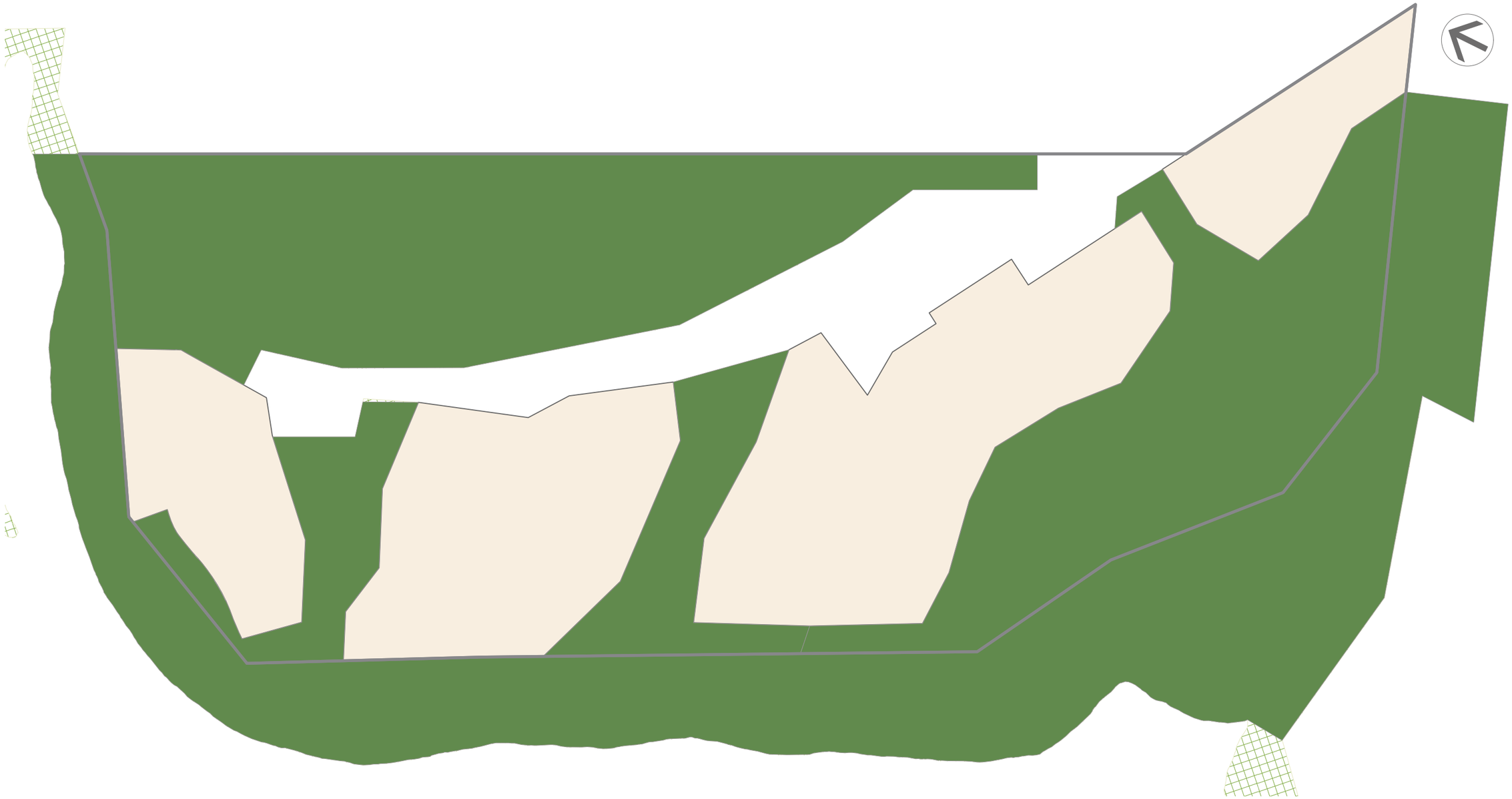
project Yorke Road

name OS Proximity

project # 22015-1

SP 03

Set Page



KEY: OS Quality

- Backed
- 1 Road Edge
- 2+ Road Edges
- Fronted

OS QUALITY				
	Lots	*Value*	*Score*	*Max.*
Backed	0	-2	0	
1 Road Edge	0	2	0	
2+ Road Edges	0	4	0	
Fronted	5	6	30	
TOTALS:	**5**		**30**	**100%**

common ground STUDIO
office@cgstudio.co.nz Auckland, NZ T (+64) 9 302 2200
www.cgstudio.co.nz

client: Yorke Road Developments Limited

rev	date	details	by
A	10/08/2022	Block reduction; provisional lot plan	tk

scale 1:1,500 size A3
Do not scale drawings. Verify all dimensions on site.

drawn tk checked By

pr date 21/08/2024

file BASE Yorke 2.vwx

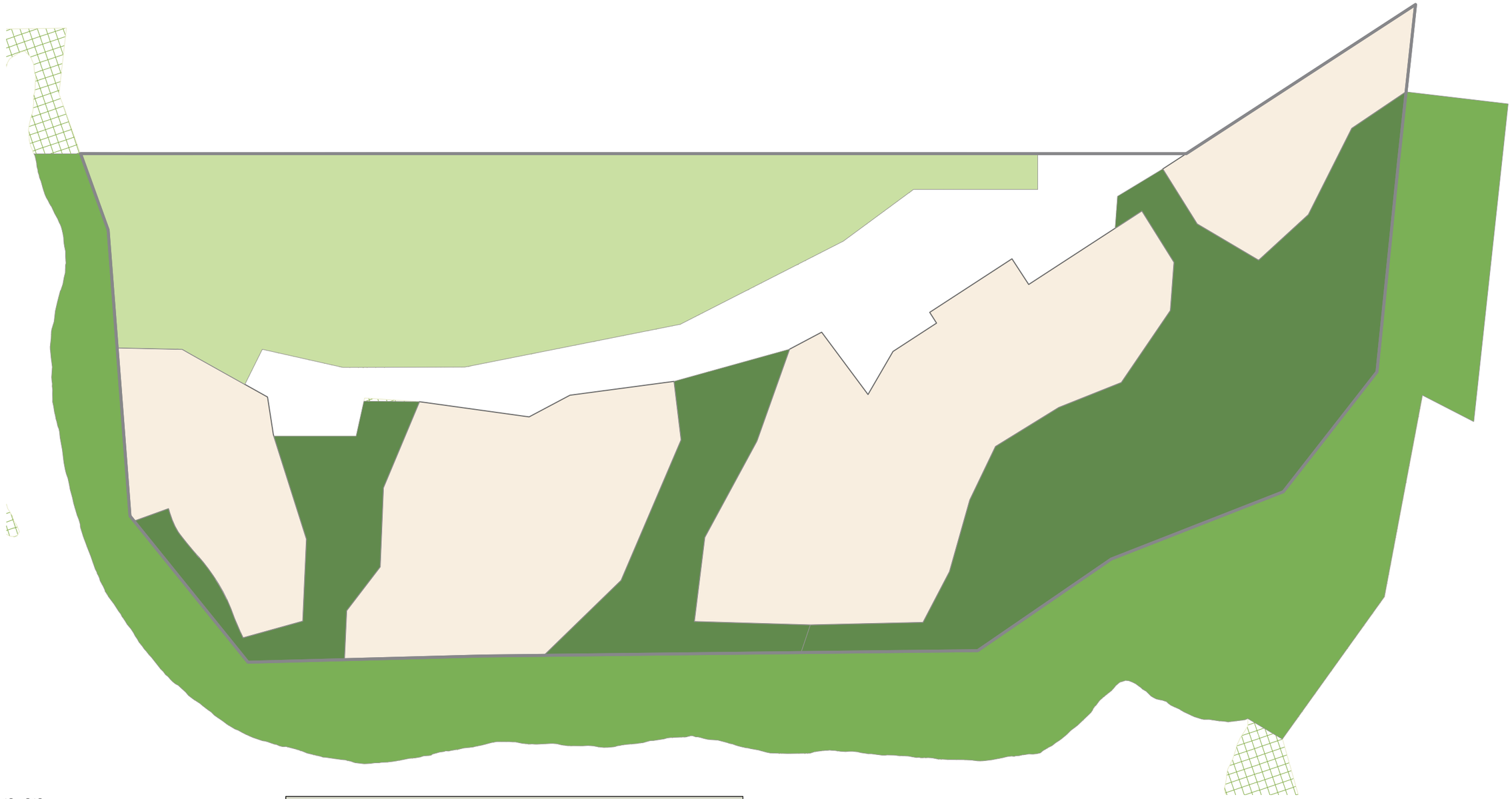
project Yorke Road

name OS Quality

project # 22015-1

SP 04

Set Page



KEY: OS Activities

- Passive Rec
- Active Rec
- Elements (natural)
- Elements (constructed x1)
- Elements (constructed 2+)
- Fronted

OS ACTIVITIES

	Lots	*Value*	*Score*	*Max.*
Passive Rec	0	1	0	
Active Rec	0	2	0	
Elements (nat.)	1	3	3	
Elements (const.) x1	0	4	0	
Elements (const.) >1	1	5	5	
Fronted	3	6	18	
TOTALS:	**5**		**26**	**87%**

common ground STUDIO
office@cgstudio.co.nz Auckland, NZ T (+64) 9 302 2200
www.cgstudio.co.nz

client: Yorke Road Developments Limited

rev	date	details	by
A	10/08/2022	Block reduction; provisional lot plan	tk

scale 1:1,500 size A3
Do not scale drawings. Verify all dimensions on site.

drawn tk checked By

pr date 21/08/2024

file BASE Yorke 2.vwx

project Yorke Road

name OS Activities

project # 22015-1

SP 05

Set Page

KEY: OS Network

- Isolated
- Road Route
- OS Route

OS NETWORK	*Lots*	*Value*	*Score*	*Max.*
Isolated	0	0	0	
Road Route	0	3	0	
OS Route	5	6	30	
TOTALS:	**5**		**30**	**100%**

common ground STUDIO
office@cgstudio.co.nz Auckland, NZ T (+64) 9 302 2200
www.cgstudio.co.nz

client: Yorke Road Developments Limited

rev	date	details	by
A	10/08/2022	Block reduction; provisional lot plan	tk

scale 1:1,500 size A3
Do not scale drawings. Verify all dimensions on site.

drawn tk checked By

pr date 21/08/2024

file BASE Yorke 2.vwx

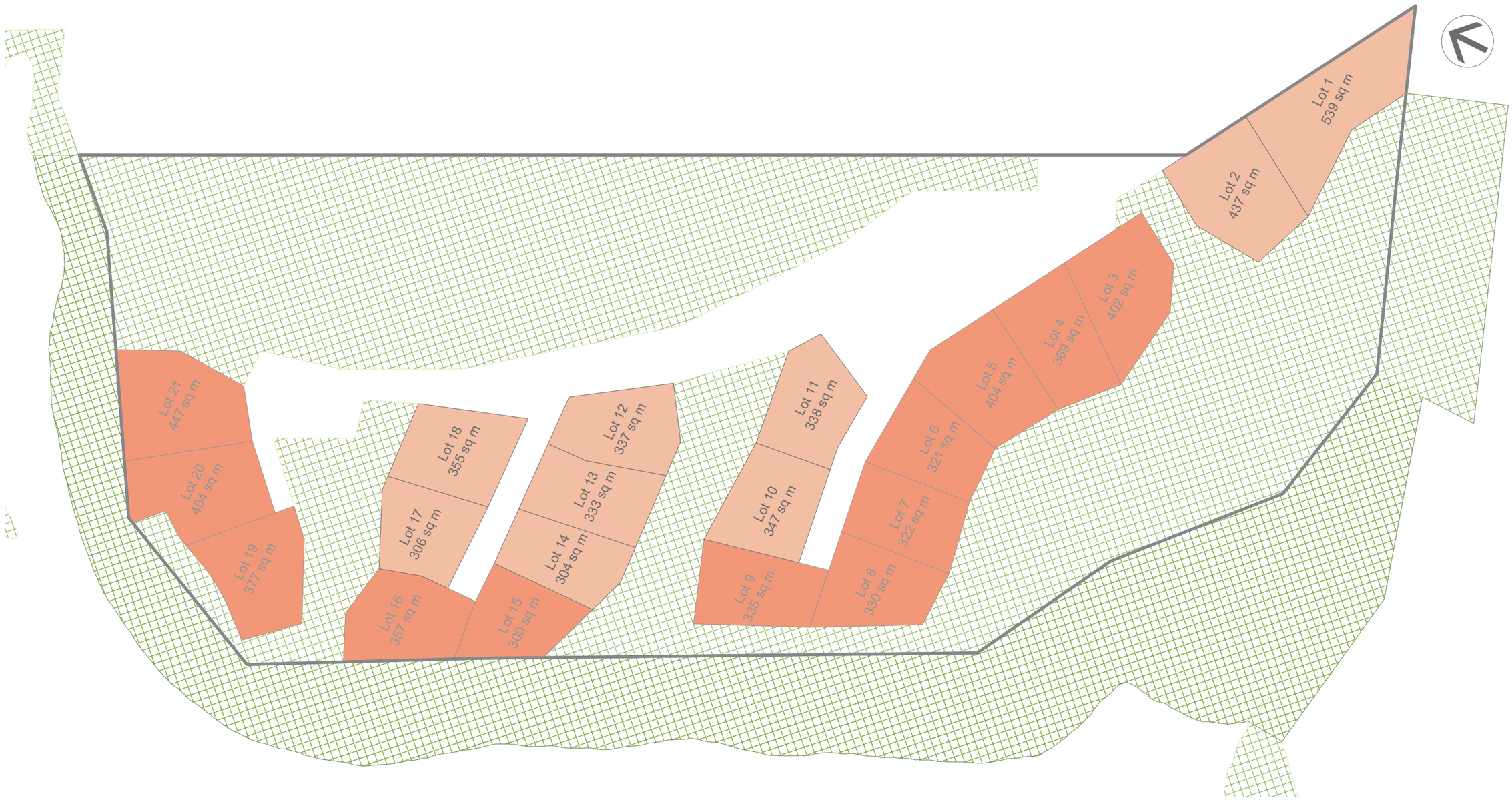
project Yorke Road

name OS Network

project # 22015-1

SP 06

Set Page



KEY: Value

- Low
- Medium
- High
- Highest

LOT VALUE

	Lots	*Value*	*Score*	*Max.*
Low	0	0	0	
Medium	0	2	0	
High	9	4	36	
Highest	12	6	72	
TOTALS:	**21**		**108**	**86%**

common ground STUDIO
office@cgstudio.co.nz
Auckland, NZ T (+64) 9 302 2200
www.cgstudio.co.nz

client: Yorke Road Developments Limited

rev	date	details	by
A	10/08/2022	Block reduction; provisional lot plan	tk

scale 1:1,500 size A3
Do not scale drawings. Verify all dimensions on site.

drawn tk checked By

pr date 21/08/2024

file BASE Yorke 2.vwx

project Yorke Road

name **Lot Value**

project # 22015-1

SP 08

Set Page

SUBDIVISION PERFORMANCE

Measure	*Score*	*Final Score*
Frontage	100	
Lot Access	100	
Lot Value	86	
OS Activities	87	
OS Network	100	
OS Proximity	100	
OS Quality	100	
URBAN FUNCTIONALITY SCORE		**96**

common ground STUDIO
office@cgstudio.co.nz Auckland, NZ T (+64) 9 302 2200
www.cgstudio.co.nz

client: Yorke Road Developments Limited

rev	date	details	by
A	10/08/2022	Block reduction; provisional lot plan	tk

scale 1:1,500 size A3
Do not scale drawings. Verify all dimensions on site.

drawn tk checked By

pr date 21/08/2024

file BASE Yorke 2.vwx

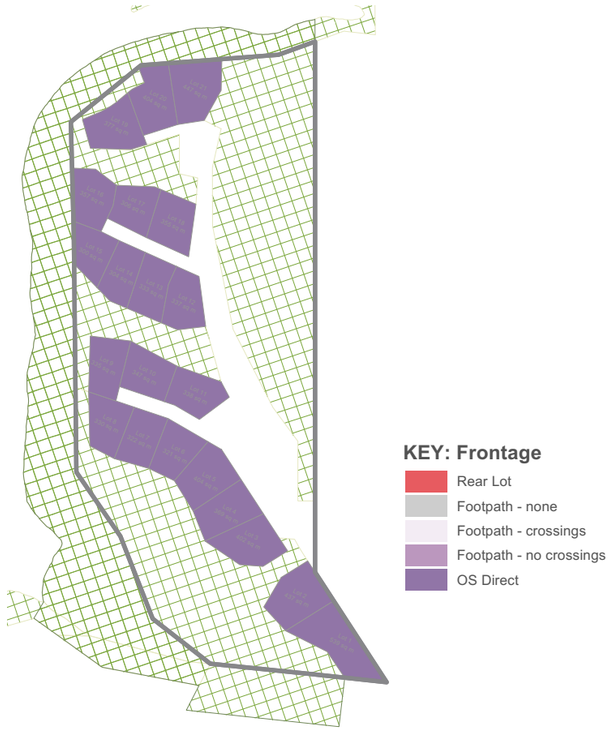
project Yorke Road

name **Performance Score**

project # 22015-1

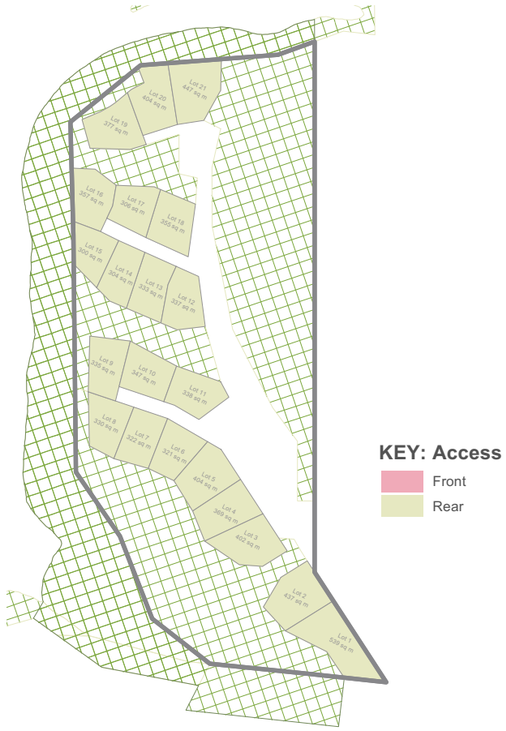
SP 10

Set Page



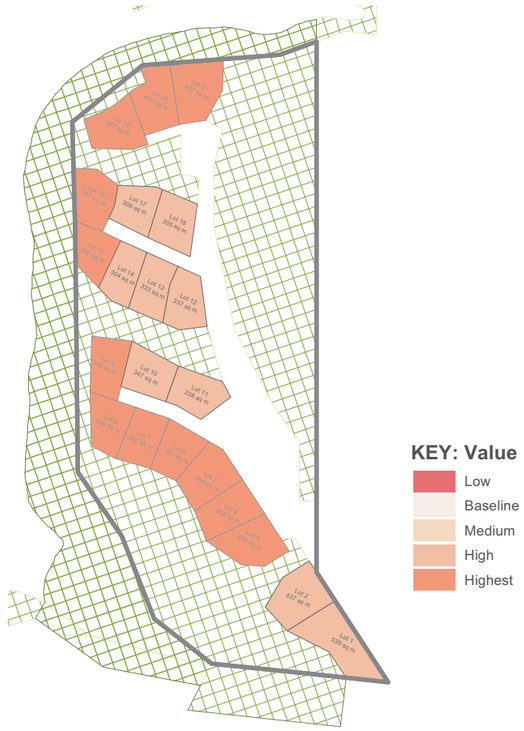
KEY: Frontage

- Rear Lot
- Footpath - none
- Footpath - crossings
- Footpath - no crossings
- OS Direct



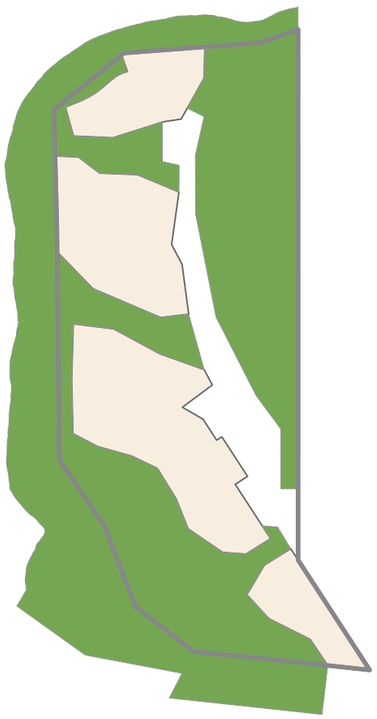
KEY: Access

- Front
- Rear



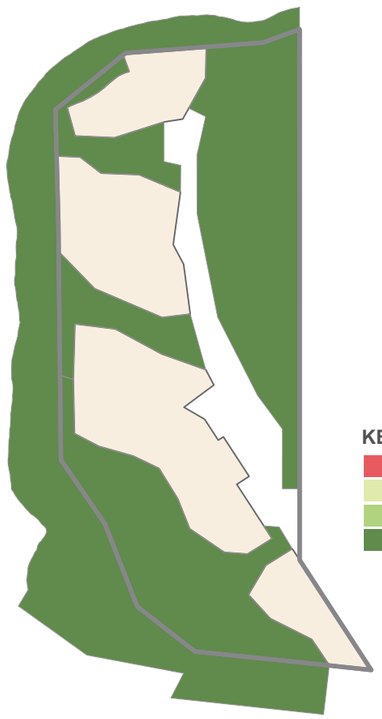
KEY: Value

- Low
- Baseline
- Medium
- High
- Highest



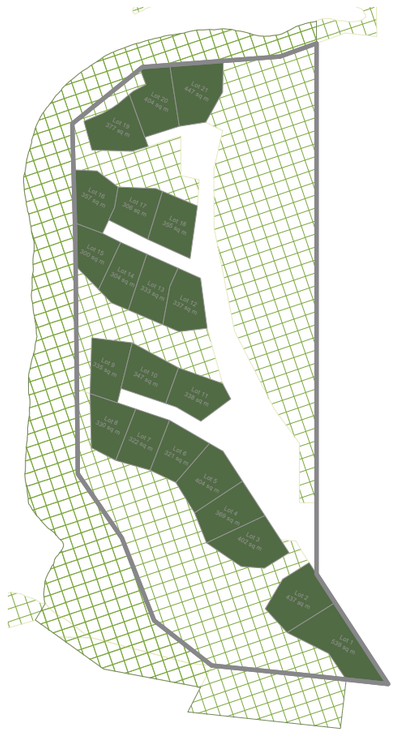
KEY: OS Network

- Isolated
- Road Route
- OS Route



KEY: OS Quality

- Backed
- 1 Road Edge
- 2+ Road Edges
- Fronted



KEY: OS Proximity

- 401m - Infinity
- 200 - 399m
- 100 - 199m
- 50 - 99m
- 10 - 49m
- 1 - 10m

RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD

Search Copy

R.W. Muir
Registrar-General
of Land

Identifier **NA1815/37**

Land Registration District **North Auckland**

Date Issued 09 February 1960

Prior References
NA718/108

Estate Fee Simple

Area 1.1334 hectares more or less

Legal Description Lot 2 Deposited Plan 46802

Registered Owners

Anthony Paul Gosse and Sonnia Lee Gosse

Interests

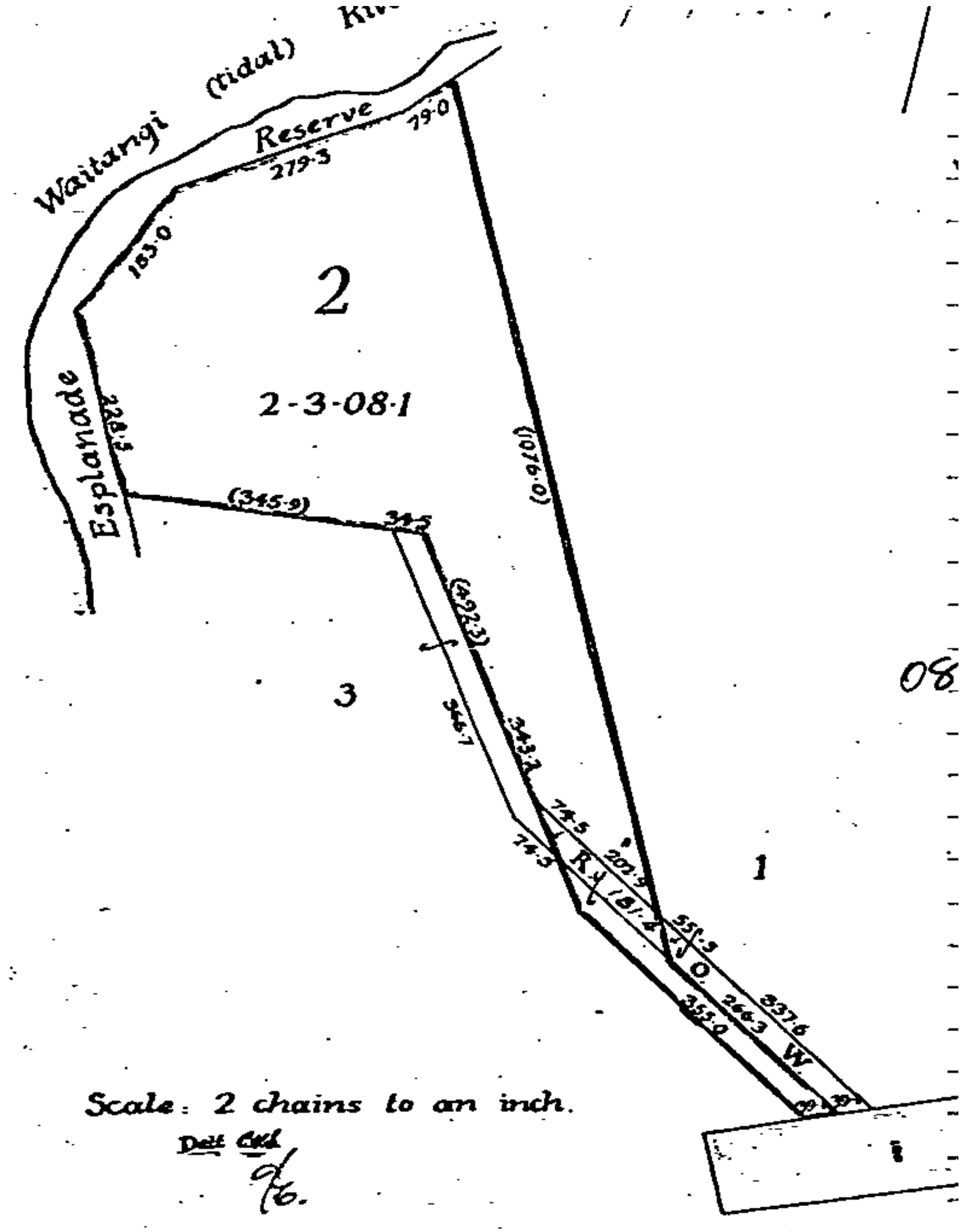
Appurtenant hereto are rights of way created by Transfer 635079

Subject to a right of way over part created by Transfer 633534 - 9.2.1960

Subject to a right to drain water over part marked A on DP 187511 created by Transfer D263350.1 - 21.4.1998 at 10.35 am

Subject to a right to convey electricity, telecommunication, computer media and water and the right to drain sewage over part marked A on DP 429804 created by Easement Instrument 8568723.1 - 26.10.2010 at 8:42 am

11806221.2 Mortgage to Resimac Home Loans Limited - 24.7.2020 at 10:39 am


Waitangi (tidal) Riv
Reserve
79·0
279·3
183·0
2
2-3-08·1
Esplanade
228·5
(1076·0)
(345·9)
34·5
(422·3)
3
346·7
343·7
74·5
74·3
201·9
R.Y.
181·8
55·3
O
266·3
337·6
353·0
W.
1
08
Scale: 2 chains to an inch.

RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD

Search Copy

R.W. Muir
Registrar-General
of Land

Identifier	**NA1815/38**
Land Registration District	**North Auckland**
Date Issued	08 March 1960

Prior References
NA718/108

Estate	Fee Simple
Area	1.1362 hectares more or less
Legal Description	Lot 3 Deposited Plan 46802
Registered Owners	

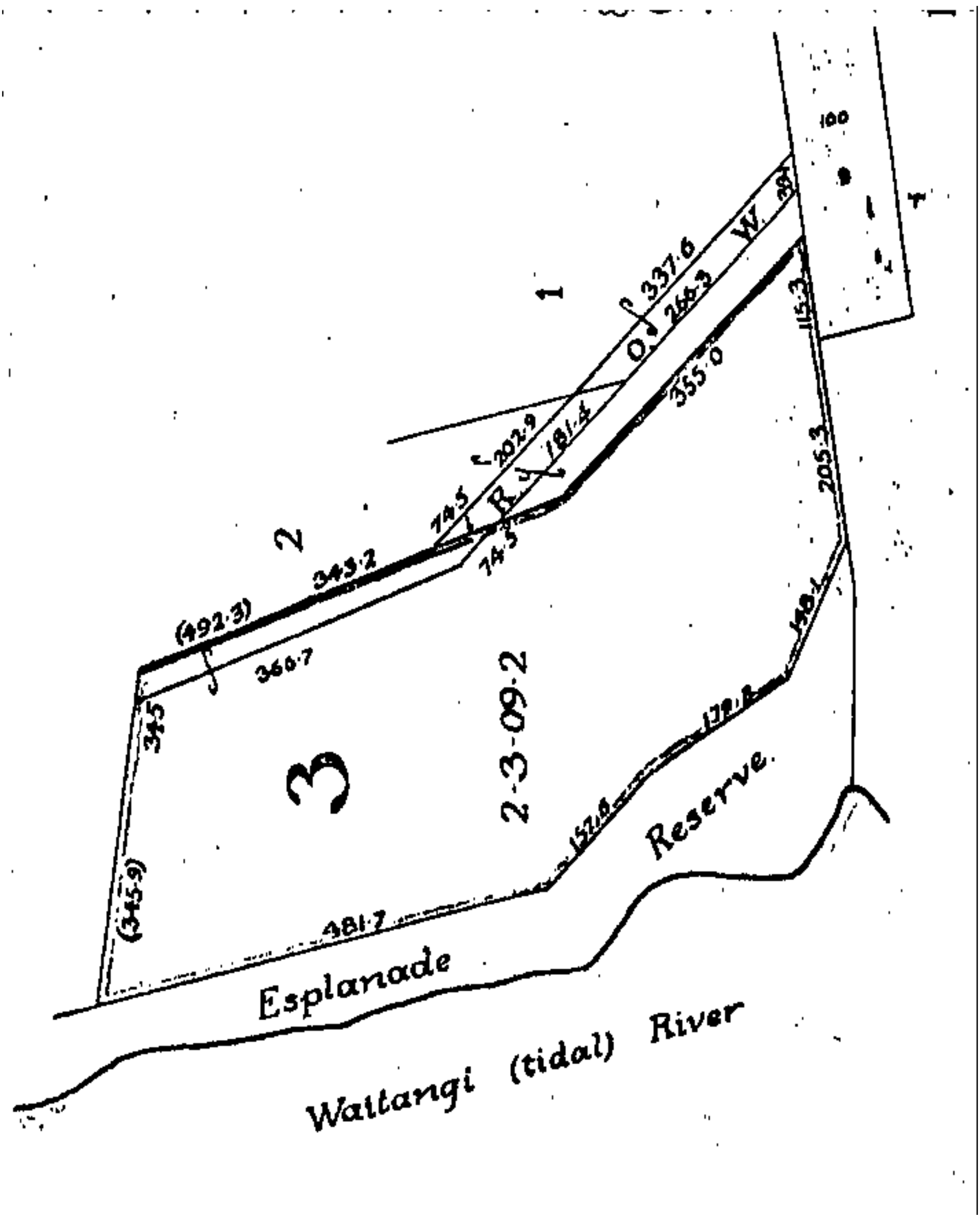
East Property Investments Limited

Interests

Subject to a right of way over part created by Transfer 635079

Appurtenant hereto is a right of way created by Transfer 633534

13092282.1 Mortgage to HP Capital Limited - 30.8.2024 at 3:04 pm



1
2
3
2-3-09-2
R. O. W.
337.6
266.3
355.0
202.9
181.4
74.5
74.5
343.2
(492.3)
366.7
34.5
(345.9)
481.7
157.8
179.8
148.1
205.3
115.3
100
Esplanade
Reserve
Waitangi (tidal) River

(2)

633534TE
09021960

OFFICIAL 14 SP 59 SEAL WHANGAREI N.Z.

(Approved by the District Land Registrar, Auckland, No. 3360)

New Zealand] (C)

Under the Land Transfer Act, 1952

Memorandum of Transfer

CHARLES EDWARD YORKE of Russell Labourer (hereinfater called "the Transferor")

being registered as proprietor of an estate of freehold in fee simple

subject however to such encumbrances, liens and interests as are notified by memoranda underwritten or endorsed hereon in ALL THAT piece of land situated in the Land District of Auckland containing Two acres Three roods Eight decimal one perches (2 acres 3 roods 8.1 perches)

18/3/60

more or less being Lot Two (2) on a plan deposited in the Land Registry Office at Auckland as No. 46802 and being part of the land comprised and described in Certificate of Title VOLUME 718 FOLIO 108 of the Register Book for the Auckland Land Registration District. TOGETHER WITH the Right of Way created by Transfer 633533 BUT RESERVING NEVERTHELESS unto the Transferor the Right of Way more particularly described in the Schedule hereto.

C E Y

IN CONSIDERATION of the natural love and affection he doth bear unto his son RONALD CLIFF YORKE of Paihia Forestry Employee DOTH HEREBY TRANSFER unto the said Ronald Cliff Yorke all his estate and interest in the said parcel of land.

IN WITNESS whereof these presents have been executed this 18th day of July One thousand nine hundred and fifty-nine.

SIGNED by the said CHARLES EDWARD YORKE in the presence of: } C E Yorke

[signature]
Solicitor
Kawakawa

14 IX 59 1133 -01.13.0
N.Z. Stamp Duty WRX

THE SCHEDULE HEREINBEFORE REFERRED TO

RESERVING NEVERTHELESS unto the Transferor and his assigns full and free right and liberty to and for him and them the registered Proprietor or Proprietors for the time being of ALL THAT parcel of land containing Two acres Three roods Nine decimal two perches (2 acres 3 roods 9.2 perches) more or less being Lot Three (3) on the said Deposited Plan No. 46802 and being the balance of the land in the said Certificate of Title VOLUME 718 FOLIO 108 or any part thereof and his and their tenants servants agents and workmen and visitors from time to time and at all times hereafter at his and their will and pleasure to go pass and repass with or without vehicles horses or other animals carts carriages and motor vehicles of all descriptions through over and along that portion of the said Lot Two (2) hereinbefore transferred coloured yellow on the said Deposited Plan TO THE INTENT that the Right of Way hereby reserved shall be for ever hereinafter appurtenant to the said Lot Three (3) of the said Deposited Plan 46802 hereinbefore described for all purposes connected with the use occupation and enjoyment thereof.

L & Yorke

In consideration of

(the receipt of which sum is hereby acknowledged)

Do hereby Transfer to the said

all estate and interest in the

said piece of land above described

In witness whereof have hereunto subscribed name this

day of one thousand nine hundred and

Signed by the above named

in the presence of

633534

No.

TRANSFER OF
Lot 2 D.P. 46802

C.E. YORKE ..... *Transferor*

R.C. YORKE ..... *Transferee*

Particulars entered in the Register-Book Vol. 718
Folio 108
the 9th day of February 1960
at 10.41 o'clock

Assistant Land Registrar
of the District of Auckland.

AUCKLAND DISTRICT LAND REGISTRAR NEW ZEALAND

68

Correct for the purposes of the Land Transfer Act.

Solicitor for the Transferee

Rep P.O.W. to be created in accordance with the local body's conditions or requirements.

The easement created by the within transfer is subject to the provisions of Section 9a Sub-section (3) (a) of The Land Subdivision in Counties Act 1946. See Section 10 of the Land Subdivision in Counties Amendment Act, 1953.
H.L.R.

1815/37½ : 2 - 0

(2)

2

(2)

LAND & DEEDS
Nature: Transfer
Firm: Edge & Beecke
- 9 FEB 1960
Time: 10-41
Fee: £ 4 : 2 : —
Abstract No. 14687

L.A. WILLIAMS ESQ.
Solicitor
KAWAKAWA.

Solicitors for the Transferee

THE LAW SOCIETY OF THE DISTRICT OF AUCKLAND
A.D. 60768

635079 TE 01011870

(3)

New Zealand]

(Approved by the District Land Registrar, Auckland, No. 3360)

(C)

Under the Land Transfer Act, 1952

Memorandum of Transfer

WHEREAS CHARLES EDWARD YORKE of Russell Labourer (hereinafter called "the First Owner")

being registered as proprietor of an estate of freehold in fee simple

subject however to such encumbrances, liens and interests as are notified by memoranda underwritten or endorsed hereon in ALL THAT piece of land situated in the Land District of Auckland containing Two acres Three roods Nine decimal two perches (2 acres 3 roods 9.2 perches)

more or less being Lot Three (3) on a plan deposited in the Land Registry Office at Auckland as No. 46802 and being the residue of the land comprised and described in Certificate of Title VOLUME 718 FOLIO 108 of the Register Book for the Auckland Land Registration District (hereinafter called "the first described land") AND WHEREAS RONALD CLIFF YORKE of Paihia Forestry Employee (hereinafter called "the Second Owner") is registered as proprietor of an estate of freehold in fee simple in ALL THAT parcel of land situate in the Land District of Auckland containing Two acres three roods eight decimal one perches (2 acres 3 roods 8.1 perches) more or less being Lot Two (2) on the said Deposited Plan No. 46802 and being the whole of the land comprised and desdribed in Certificate if Title VOLUME FOLIO of the Register Book aforementioned (hereinafter called "the secondly described land") AND WHEREAS the First Owner has for the consideration hereinafter appearing agreed to give and grant unto the Second Owner the Right of Way appurtenant to the secondly described land in the terms hereafter set forth NOW THIS MEMORANDUM WITNESSETH that in pursuance of the said Agreement and IN CONSIDERATION of the sum of ONE SHILLING (1/-) paid by the Second Owner to the First Owner (the receipt whereof is hereby acknowledged) the First Owner DOTH HEREBY TRANSFER AND GRANT unto the Second Owner his Executors Administrators and Assigns and his and their servants agents workmen and visitors and all persons having business with him or them a free and perpetual right of way ingress egress and regress on horseback or on foot and with or without implements and vehicles of every description loaded or unloaded by night as well as by day in and over that portion of the first described land coloured yellow on the said deposited plan No. 46802 for the purpose of giving access to and from the secondly described land and any part thereof to and from the public road SUCH easement of right of way hereby created being in common with that of any other person or persons from time to time entitled to any easement of right of way over the first described land or any part thereof TO THE INTENT that such easement of right of way hereby created shall be forever appurtenant to the secondly described land.

IN WITNESS whereof these presents have been executed this 23rd day of February One thousand nine hundred and Sixty.

SIGNED by the said CHARLES EDWARD YORKE in the presence of:

C E Yorke

Solicitor
Kawasaki

SIGNED by the said RONALD CLIFF YORKE in the presence of:

R C Yorke

Solicitor
Kawasaki

~~In consideration of~~

(~~the receipt of which sum is hereby acknowledged~~)

~~Do hereby Transfer to the said~~ —

~~all~~ ~~estate and interest in the~~

~~said piece of land above described~~

~~In witness whereof~~ ~~have hereunto subscribed~~ ~~name this~~

~~day of~~ ~~one thousand nine hundred and~~

~~Signed by the above named~~

~~in the presence of~~

635079

No.

2-25

Correct for the purposes of the Land Transfer Act.

TRANSFER OF Right of Way
First: Lot 3 D.P. 46802
Second: Lot 2 D.P. 46802

Solicitor for the Transferee

C.E. YORKE ..... *Transferor*

R.C. YORKE ..... *Transferee*

Particulars entered in the Register-Book Vol. 718
Folio 108,
the 8th day of March 1960
at 2 o'clock

Assistant Land Registrar
of the District of Auckland.

The easement created by the within transfer is subject to the provisions of Section 9a Sub-section (3) (a) of The Land Subdivision in Counties Act 1946. See Section 10 of the Land Subdivision in Counties Amendment Act, 1953.
A.L.R.

LAND & DEEDS
Natures Tf.
Firm: Edgar N.B.
8 MAR 1960
Time: 2 o'cl
Fees: £ —:16:—
Abstract No. 15695

Hand to New Titles Branch.

12/-
4/-
16/-

3

D.A. WILLIAMS,
Solicitor,
KAWAKAWA.

Solicitors for the Transferee

THE LAW SOCIETY OF THE DISTRICT OF AUCKLAND
A.D. 90262

View Instrument Details

Instrument No	8568723.1
Status	Registered
Date & Time Lodged	26 October 2010 08:42
Lodged By	Snedden, Shona Joyce
Instrument Type	Easement Instrument

Affected Computer Registers	Land District
NA100D/646	North Auckland
NA1815/37	North Auckland

Annexure Schedule: Contains 7 Pages.

Grantor Certifications

I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument ☑

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ☑

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ☑

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ☑

I certify that the Mortgagee under Mortgage D642074.2 has consented to this transaction and I hold that consent ☑

I certify that the Mortgagee under Mortgage 6599546.2 has consented to this transaction and I hold that consent ☑

Signature

Signed by Nicole Jayne Prosser as Grantor Representative on 08/10/2010 10:59 AM

Grantee Certifications

I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument ☑

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ☑

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ☑

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ☑

Signature

Signed by Alison Margaret Kellaway as Grantee Representative on 24/09/2010 02:59 PM

***** End of Report *****

Form B

Easement instrument to grant easement or *profit à prendre*, or create land covenant

(Sections 90A and 90F Land Transfer Act 1952)

Grantor

YORKE ON YORKE LIMITED

Grantee

TREVOR JAMES WOOLSTON, SUZANNE ELIZABETH WOOLSTON AND MICHAEL G STUART TRUSTEE CO LIMITED

Grant of Easement or *Profit à prendre* or Creation of Covenant

The Grantor being the registered proprietor of the servient tenement(s) set out in Schedule A **grants** to the **Grantee** (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, **or creates** the covenant(s) **set out** in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A *Continue in additional Annexure Schedule, if required*

Purpose (Nature and extent) of easement; *profit* or covenant	Shown (plan reference) 429804	Servient Tenement (Computer Register)	Dominant Tenement (Computer Register) or in gross
Right to Convey Electricity, Telecommunications, Computer Media and Water, Right to Drain Sewage	A	NA1815/37	NA100D/646

Form B - continued

Easements or *profits à prendre* rights and powers (including terms, covenants and conditions)

Delete phrases in [ ] and insert memorandum number as required; continue in additional Annexure Schedule, if required

Unless otherwise provided below, the rights and powers implied in specified classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or Schedule Five of the Property Law Act 2007

The implied rights and powers are hereby **[varied]** ~~**[negatived] [added to] or [substituted]**~~ by:

~~[Memorandum number , registered under section 155A of the Land Transfer Act 1952]~~

[the provisions set out in Annexure Schedule]

~~**Covenant provisions**~~

~~*Delete phrases in [ ] and insert Memorandum number as require; continue in additional Annexure Schedule, if required*~~

~~The provisions applying to the specified covenants are those set out in:~~

~~[Memorandum number , registered under section 155A of the Land Transfer Act 1952]~~

~~[Annexure Schedule]~~

Approved by Registrar-General of Land under No. 1995/1004

Annexure Schedule 2

Dated [ ] Page of Pages

1. Where there is a conflict between the provisions of the Fourth Schedule to the Land Transfer Regulations 2002 and the Fifth Schedule to the Property Law Act 2007, the provisions of the Fifth Schedule must prevail.

2. Where there is a conflict between the provisions of the Fourth Schedule and/or the Fifth Schedule, and the modifications in this Easement Instrument, the modifications must prevail.

3. All costs incurred in respect of the installation, maintenance, repair or replacement of the right to convey electricity, telecommunications, computer media, water and right to drain sewage shall be the responsibility of the Grantee in all respects and the Grantee agrees to indemnify the Grantor against all liability in full howsoever arising from the exercise of the rights conferred by this Easement Instrument.

If this Annexure Schedule is used as an expansion of an instrument, all signing parties and either their witnesses or their solicitors must put their signatures or initials here.

ANNEXURE SCHEDULE - CONSENT FORM

Land Transfer Act 1952 Section 238(2)

BANK OF NEW ZEALAND	Mortgagee under mortgage No. D642074.2

Consent

Delete words in [] if the inconsistent with the consent
State full details of the matter for which consent is required

[Without prejudice to the rights and powers existing under the interest of the person giving consent.]

the Person giving consent hereby consents to: the registration of an easement instrument creating easements of right to convey electricity, telecommunications, computer media and water, right to drain sewage

Dated this 25th day of September 2010

Attestation

	Signed in my presence by BANK OF NEW ZEALAND by its attorneys
SIGNED for and on behalf of BANK OF NEW ZEALAND by its attorney Makerita Wright	*Signature of Witness*
	Witness to complete in BLOCK letters (unless legibly printed):
	Witness name Diana [illegible]
	Occupation Bank Officer
	Address Auckland
Signature of Person giving consent	

[1] An Annexure Schedule in this form may be attached to relevant instrument, where consent is required to enable registration under the Land Transfer Act 1952, or other enactments, which no form is prescribed.

CERTIFICATE OF NON-REVOCATION
OF POWER OF ATTORNEY

I, Makerita Wright ,**Quality Assurance Officer of** Auckland, New Zealand, certify:

1. That by deed dated 12 July 2005, Bank of New Zealand, of Level 4, 80 Queen Street, Auckland, New Zealand, appointed me its attorney.

2. A copy of the deed is deposited in the North Auckland registration district of Land Information New Zealand as dealing No. 6508607.1

3. That I have not received notice of any event revoking the power of attorney.

SIGNED at Auckland 20 September 2010

Makerita Wright

ANNEXURE SCHEDULE - CONSENT FORM[1]

Land Transfer Act 1952 section 238(2)

Person giving consent *Surname must be underlined*	Capacity and Interest of Person giving consent *(eg. Mortgagee under Mortgage no.)*
ASB BANK LIMITED	**MORTGAGEE UNDER MORTGAGE NO. 6599546.2**

Consent

Delete words in [ ] if inconsistent with the consent
State full details of the matter for which consent is required

[Without prejudice to the rights and powers existing under the interest of the person giving consent,]

the **Person giving consent hereby consents** to:

Registration of the Easement Instrument to create a right to convey electricity, telecommunications, computer media and water and a right to drain sewage over the area marked "A" on DP 429804

Dated this day of 20

Attestation

10 SEP 2010 ASB BANK LIMITED by its Attorney **Robert William Reive** AUCKLAND Witness to sign by 'X'	**Signed in my presence by the Person giving consent** *Signature of Witness* *Witness to complete in BLOCK letters (unless legibly printed):* **Witness name** **Occupation** **Address**
Signature [Common seal] of Person giving consent	

[1] An Annexure Schedule in this form may be attached to the relevant instrument, where consent is required to enable registration under the Land Transfer Act 1952, or other enactments, under which no form is prescribed.

ASB BANK LIMITED
CERTIFICATE OF NON-REVOCATION OF POWER OF ATTORNEY

I Robert William Reive of Auckland, New Zealand, hereby certify:

1 THAT by a Deed dated **27 April 2010** and deposited in the Land Information New Zealand office as **No. 8483422.1** ASB Bank Limited appointed the persons holding, or from time to time acting in, the following ASB Bank offices as its attorneys on the terms and subject to the conditions set out in the said Deed:

Senior Manager Lending Services
Manager Loan Documentation
Legal Executive, Lending Services
Manager Administration
Manager Security Alterations and Settlements
Manager Filing and Security Maintenance
Manager Loan Advancing
Head of Lending Services
Head of Credit Solutions and Recoveries
Senior Credit Recoveries Manager
Credit Recoveries Manager
Manager Credit Management

2. THAT I hold the appointment of Manager Security Alterations and Settlements, Lending Services, with ASB Bank Limited

3. THAT at the date of signing I have not received any notice of or information of the revocation of that appointment by the winding up of the said company or otherwise.

Robert William Reive

SIGNED at Auckland this 10 day of September 2010

D263350.1 TE

TRANSFER

Land Transfer Act 1952

This page does not form part of the Transfer.

N/L

TRANSFER

Land Transfer Act 1952

If there is not enough space in any of the panels below, cross-reference to and use the approved Annexure Schedule: no other format will be received.

Land Registration District

NORTH AUCKLAND

Certificate of Title No.		All or Part?	Area and legal description — *Insert only when part or Stratum, CT*
1815	37	All	

Transferor *Surnames must be underlined*

RONALD CLIFF YORKE and KATHLEEN ELSIE YORKE

10PMG1 09/04/1998 2022695
~~NZ Stamp Duty~~ ~~Not Liable~~
Self assessed duty $0.00

Transferee *Surnames must be underlined*

ROSS DONALD FAYNE, GAEL JOY FAYNE and MAHMOOD KHAN

Estate or Interest or Easement to be created: *Insert e.g. Fee simple; Leasehold in Lease No. .....; Right of way etc.*

Easement of right to drain water (continued on page 2 annexure schedule)

Consideration

ONE DOLLAR ($1.00)

Operative Clause

For the above consideration (receipt of which is acknowledged) the TRANSFEROR TRANSFERS to the TRANSFEREE all the transferor's estate and interest described above in the land in the above Certificate(s) of Title and if an easement is described above such is granted or created.

Dated this 30th **day of** March **19** 98

Attestation

D.C. Yorke
K.E. Yorke

Signed in my presence by the Transferor
Signature of Witness

Witness to complete in BLOCK letters
(unless typewritten or legibly stamped)

Witness name PETER J. LYNCH
Occupation SOLICITOR
Address WAIPU

Signature, or common seal of Transferor

Certified correct for the purposes of the Land Transfer Act 1952

~~Certified~~ [DELETE INAPPLICABLE CERTIFICATE]

Solicitor for the Transferee

REF 4135

Annexure Schedule

TRANSFER Dated 2nd March 1998 Page 2 of 2 Pages

Continuation of "Estate or Interest or Easement to be created"

The transferee shall have the right to drain water over the part of the land in Certificate of Title 1815/37 marked "A" on DP 187511 being forever appurtenant to the land of the transferee contained in Certificate of Title 100D/647.

The Transferee shall maintain the drain at their sole expense and will keep the drain clean and unobstructed.

K.E.Y
A. B &

Continuation of "Attestation"

Signed in my presence by the Transferee

Signature of Transferee

Signature of Witness

Witness Name

Occupation PETER GILMOUR MACAULEY
SOLICITOR

Address KAIKOHE

If this Annexure Schedule is used as an expansion of an instrument, all signing parties and either their witnesses or their solicitors must put their signatures or initials here.

K.E.Y A.B.J.

Approved by Registrar-General
of Land under No. 1995/1004

TRANSFER

Land Transfer Act 1952

Law Firm Acting

PALMER MACAULEY
SOLICITORS
KAITAKOHE

PCM
IF

TE $115
$5

Auckland District Law Society
REF: 4135

This page is for Land Registry Office use only.
(except for "Law Firm Acting")

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PARTICULARS ENTERED IN REGISTER
LAND REGISTRY NORTH AUCKLAND
ASST. LAND REGISTRAR

Engineering Assessment
Proposed Subdivision of
111 and 115 Yorke Road, Haruru Falls
for
East Property Investments Ltd

Haigh Workman reference 22 322

22 January 2024

Phone: +64 9 407 8327 • Fax: +64 9 407 8378 • info@haighworkman.co.nz • www.haighworkman.co.nz

PO Box 89 • 6 Fairway Drive • Kerikeri 0245 • New Zealand

(a) Revision History

Revision Nº	Issued By	Description	Date
A	Alan Collins	For Issue	22 January 2024

Prepared by

Alan Collins
Senior Civil Engineer
MEngSt, BE (Hons)

Approved by

John Papesch
Senior Civil Engineer
CPEng, IntPE (NZ)

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TABLES

FIGURES

1 Executive Summary

Haigh Workman Ltd was commissioned by East Property Investments Ltd to undertake an Engineering Assessment to support a consent application for a proposed 22 lot subdivision of 111 and 115 Yorke Road, Haruru Falls.

Access:

A 5.0m wide carriageway is to be extended to the Falls View Rd – Yorke Road intersection. The intersection is essentially a through road from the Falls View Road to Yorke Road East. The visibility from the vehicle crossing is 75m and 122m along Falls View Road and Yorke Road respectively. The pedestrian footpath on Yorke Road is to be extended along the road corridor, 1.8m wide with a 1.2m berm setback to provide pedestrian access to the Site. Internal access is to be by a 5.0m carriageway shared driveway – with two shared visitor parking areas.

Earthworks:

The proposed subdivision follows the natural topography as much as is practicable. Earthworks are required for forming the internal access road, the laying of services, and the preloading for the building platform in Lot 22. Total earthworks expected is 1600m^3. Pursuant to rule 13.6.8 of the FNDC District Plan, it is requested that consent for earthworks be incorporated into the subdivision consent.

Flooding:

Proposed Lot 22 sits within the flood plain of Waitangi River estuary. To ensure adequate freeboard in 1% AEP events, the minimum floor level recommended for dwellings in Lot 22 is 3.5m RL. The ground level is approximately RL 2.0m and needs to be brought up to at least RL 3.0 m to avoid potential for flooding as part of the subdivisional earthworks. In addition, the site should be preloaded to reduce settlement timeframes, as laid out in the geotechnical report.

Stormwater:

Stormwater is to be discharged directly to the Waitangi estuary in the same direction as the existing overland flow paths and sheet flow discharges. Because the receiving environment is a tidal estuary and the Site is at the bottom of a catchment, attenuation is not necessary to address flood risk. Outfalls will be onto basalt faces where the risk of scour is negligible.

Water Supply:

The Site is only partially in the “Area of Benefit” for water reticulation. While the existing dwellings on the Site are reticulated, it is proposed that the new development has onsite water supply. Two options are identified for achieved onsite water supply. Firstly, each lot can have its own dedicated underground 25000L tank. Secondly, a 550m^3 volume shared community tank can be constructed within the shared lot area. Determination and details of the proposed solution are to be finalised at Engineering Plan Approval Stage. Onsite water supply is to be used for fire fighting supply.

Wastewater:

Wastewater generation is projected to have a peak design flow of 0.92L/s. It is proposed that wastewater be connected to the community network following a Council capacity check. Four pump stations are required

on the Site – three clustered pump stations at the end of each secondary shared driveway, and an individual sealed pumpstation for Lot 22.

2 Introduction

Haigh Workman Ltd was commissioned by East Property Investments Ltd (the Client) to undertake an engineering assessment for the proposed subdivision and development of 111 and 115 Yorke Road, Haruru Falls. This report is to support the Subdivision and Land Use Consent application for a proposed 22 residential lot subdivision.

2.1 Objective and Scope

The objectives of this investigation were to:

- Assess the flood hazard risk and how this will impact the proposed subdivision.
- Assess the feasibility of compliant stormwater management, wastewater, and water supply for the site.
- Propose the concept for suitable and compliant access for resource consent.
- Provide engineering and site suitability recommendations for the proposed subdivision.

2.2 Limitations

This report is intended to support the consent application with the Far North District Council. It is to be used by the Far North District Council when considering the application for the proposed subdivision. The information and opinions expressed in this report shall not be used in any other context without prior approval from Haigh Workman Ltd.

If at consent application the proposed subdivision diverges from the provided scheme plan, the engineering assessment will need to be revisited. It has been assumed in the production of this report that the site is to be subdivided and subsequently developed into low-rise residential housing. If the assumption is incorrect, amendments to the recommendations made in this report may be required.

Haigh Workman Ltd does not take responsibility for factors that affect the site suitability of the proposed subdivision that are not covered in the agreed brief.

3 Site Description

3.1 Site Location

Site Address:	111 and 115 Yorke Road, Haruru Falls
Legal Description:	Lot 2 DP 46802 and Lot 3 DP 46802 respectively
Total Site Area:	2.27 ha

The location of the subdivision site is shown below:

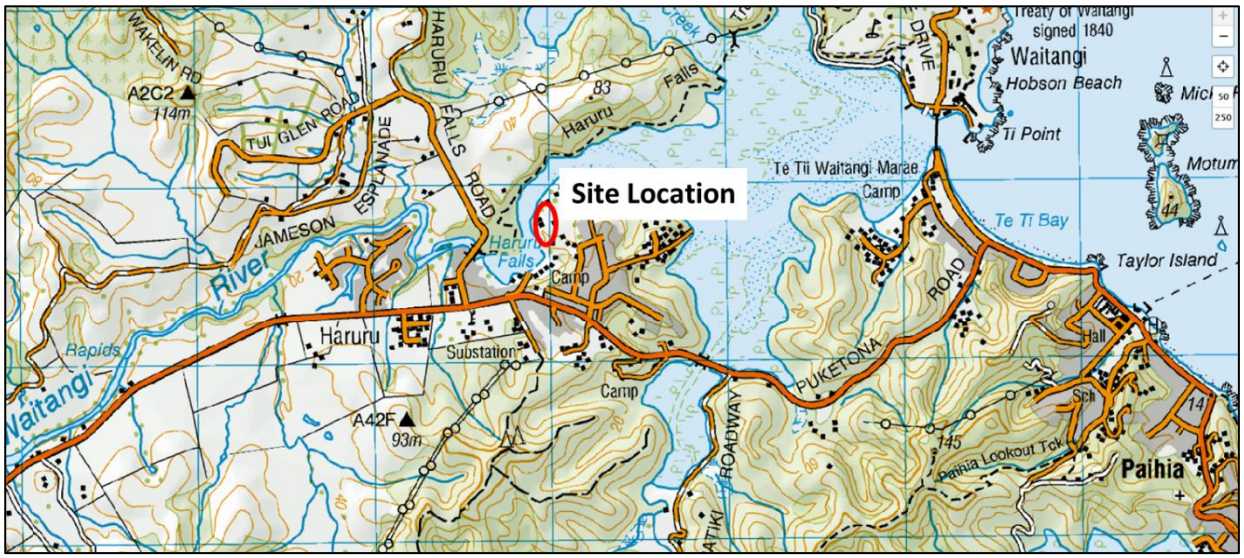

Figure 1- Site Location

The site is located on the banks of the Waitangi River estuary in the Haruru Falls township. It is 4km west of the Paihia town centre.

Figure 2: Site Overview

3.2 Site Features

The combined site with the two titles is approximately rectangular in shape with the elongated side aligned north to south. The site sits on a promenade above the Waitangi estuary, with forested banks on the west and north boundaries. The banks have steep slopes to the estuary – up to 35% incline. Several basalt spurs can be identified along the bank. The estuary is designated as a Coastal Marine Management Area (MM2 – conservation) under the Northland Regional Plan.

The area of the property that is to be developed into residential lots is a plateau approximately 10 to 20m higher than the Waitangi River. The area is mostly flat to mild undulation (inclines <15%). There are two overland flow paths that drain the plateau to the west. There is a deep forested gully beyond the south boundary that collects runoff from the southern portion of the site.In addition, there is a flat alluvial plain in the north east corner of the Site where one lot is proposed. The elevation of the alluvial plain is approximately 2m OTP (One Tree Point datum).

In the northeast corner of the site there is a 150m long, 10m high drop off. The drop off has 100% inclines and runs SSE to NNW. At the bottom of the drop off there is a grassed flood plain that is also to be developed as part of the proposed development.

There are two existing residential dwellings with standalone garages. Both dwellings are to be removed as part of the development. The surrounds are landscaped gardens. An unsealed 230m driveway follows the south to north ridge. The balance of the site is grazed pasture.

Figure 3: Existing Site Features

3.3 District Plan Zoning

According to the Far North District Plan the Site is zoned as 'Residential'. The subdivision is understood to be a restricted discretionary activity under section 7.6.5.3 of the 2009 Operative Far North District Plan. The site borders a conservation zone that adjoins the marine management area MM2 (conservation) [NRC Northland Regional Plan] in the Waitangi estuary.

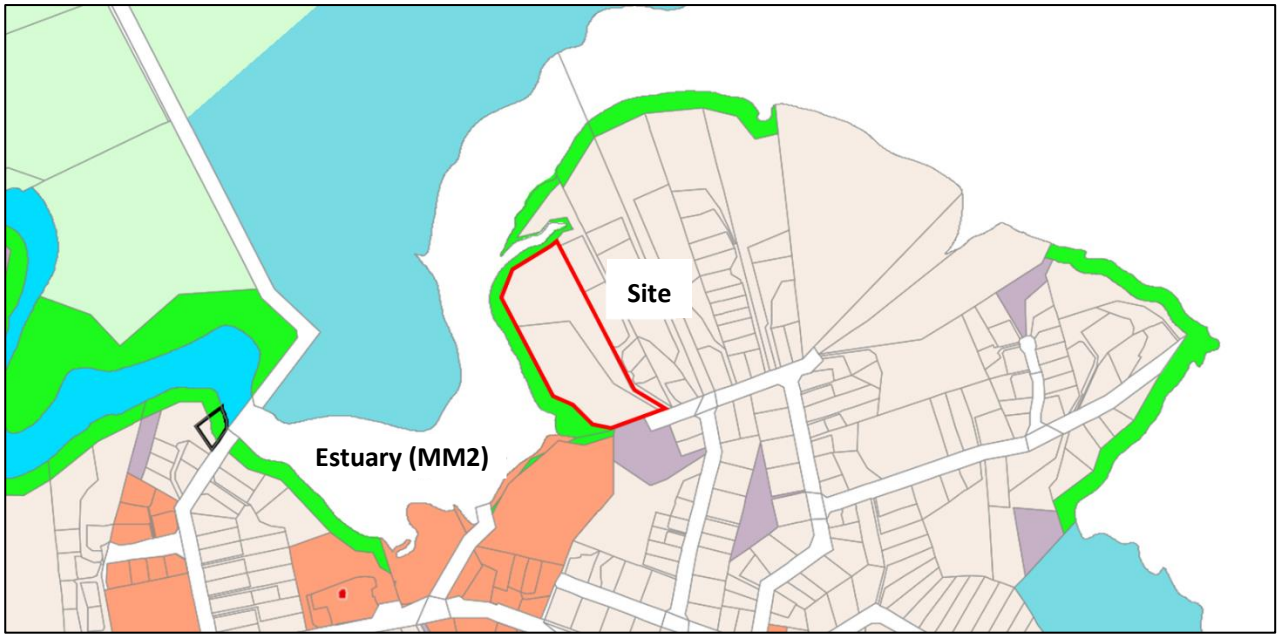

Figure 4: Operative District Plan

3.4 Proposed Subdivision Lots

The proposed scheme plan can be found in the appendices. The proposed scheme plan would establish 22 residential lots connected by a 240m long south to north ROW. The ROW is two be constructed approximately in line with the existing driveway for 111 Yorke Road along the ridge line. The first two lots are to be irregular in shape and have steeper 60% inclines descending towards the southern gully. The house sites for these two lots are on the ridgeline near the proposed ROW. The remaining lots are to be arranged in five rows of three to six lots each. The rows are to stem from west of the ROW. The lot rows are to be interspersed by shared ROWs and greenway reserves. Lot 22 is to occupy the low-lying plain in the northeast section of the Site. It is to have two driveway accesses from the ROW.

4 Geotechnical

A detailed geotechnical investigation was carried out by Haigh Workman Ltd in March 2023. The findings are detailed in the Geotechnical Investigation Report (November 2023). The following is the abridged information pertinent to the site suitability of the proposed subdivision.

All lots contain viable house sites subject to the following recommendations:

Slope stability needs to be considered for Lots 1 and 2 at building consent stage. Depending on the proposed house designs, soldier piling may be required for the foundation.

Lots adjacent to the coastal basalt cliff face are subject to a building setback from the cliff edge.

Lot 22 on the low-lying flood plain has alluvial soils. The lot site is subject to a subsistence risk. To expedite the settlement timeframe, preloading of the building site is required.

5 Access

5.1 Yorke Road – Falls View Road Intersection

The existing access to the Site is via a share driveway that extends through an unformed public road. The shared driveway crosses onto the road network at the Yorke Road – Falls View Road intersection. The vehicle crossing arrangement for the unformed public road is to remain as it is today. Vehicles exiting the shared driveway are to give way to oncoming traffic from Falls View Road and Yorke Road East as it is today.

The vehicle crossing is to be upgraded to a FNDC/S/2 double vehicle crossing and be compliant with as per section 15.1.6C.1.5 of the District Plan.

Sighting Distances were measured at the Yorke Road/Falls View Road intersection. Vehicles exiting from Falls View Road onto Yorke Road are to give way. Sighting distance to the south towards Falls View Road is 75m. The operating speed is not expected to exceed 50 km/h because of the sharp bend as it merges with Yorke Road. The FNDC/S/6 minimum sight distance is 65m and this is met. The sighting distance to the East is 122m. This exceeds the FNDC/S/6 minimum required sighting distance for an operating speed of 80km/h. The actual 85th percentile operating speed is not expected to exceed 60km/h.

5.2 Unformed Public Road

Access to the site is currently accessed via a driveway that enters an unformed public road. The unformed public extends 50m from the Site to Yorke Road. It is proposed that the unformed public road be upgraded to a sealed accessway with a minimum 5.0m carriageway width (As per FNDC Engineering Standards Sheet 9). The footpath on the southern side of Yorke Road is to be extended into the Site (see scheme plan in appendices).

In order to widen the carriageway of the unformed public road near the entrance to the Site to 5.0m, benching will be required.

There are five vehicle crossings from neighbouring driveways that the unformed public road. These five vehicle crossings are to be sealed and upgraded to FNDC/S/2 vehicle crossings.

5.3 Internal Access Roads

Access to all lots of the proposed subdivision is to be from a private right of way (ROW). The main ROW is to cross onto Yorke Road and span towards the north, following a similar path to the existing driveway for 111 Yorke Road. The main ROW is to benefit all 22 lots. Two ancillary ROWs will branch off the main ROW and span towards the west. The southern one is to serve nine lots and the northern one is to serve seven lots.

The proposed access shown in the scheme plan. Because of the number of housing equivalents, the carriageway width of the shared driveways is to be 5.0m as per rule 15.1.6C.1.2 of the District Plan. Appendix 3B-1 also stipulates that the shared driveways are to have a minimum legal width of 7.5m, are to be sealed, have a maximum 25% gradient, and are to have kerb and stormwater drainage.

The main shared driveway will merge into the shared driveway within the unformed public road. There is no requirement for a perpendicular vehicle crossing at the Site entrance.

5.4 Driveways

Private driveways for the individual lots are only pertinent to the Building Consent Stage. They are to be formed from the proposed right of way access roads to building platforms and parking areas in compliance with section 15.1.6C. The level to gentle sloping topography means that driveways will fall below the limits for acceptable inclines. Earthworks for the driveway formation are not expected to have more than 1m high cuts.

5.5 Pavements

Vegetation, organic soils, and topsoil should be removed from the site under the pavement areas prior to aggregate placement. A preliminary design CBR of 3% is recommended.

The pavement will comply with section 15.1.6C.1.5 of the FNDC District Plan.

5.6 Parking and Manoeuvring

Appendix 3C of the FNDC District plan requires two car parks for each building envelope. Parking and manoeuvring can be accommodated within the proposed lots. No parking is proposed on the ROW access way. Instead, parking lots in front of Lot 11 and Lot 21 will provide visitor parking.

5.7 Pedestrian Routes

Approximately 900m of pedestrian routes are planned around the Site's shared facilities.

5.8 Assessment Criteria

Assessment Criteria is taken from 15.1.6A.7 from the FNDC District Plan:

Assessment	Comment	Acceptable
a) The extent by which the expected traffic intensity for a proposed activity exceeds the assumed value set by the Traffic Intensity Factor contained in Appendix 3A in Part 4 of the Plan.	The traffic intensity factor for a residential dwelling in Appendix 3A is 7 vpd. The traffic intensity for a residential lot as a permitted activity is 20 vpd (15.1.6A.1). As there is only to be one dwelling proposed per lot, the permitted limit is not exceeded.	Y
b) The time of day when the extra vehicle movements will occur.	It is expected that vehicle movements will peak between 7-9am and 4-6pm on weekdays. The peak hourly vehicle movements is taken to be a tenth of the expected vehicle movements per day for analysis.	Y
c) The distance between the location of the vehicle movements take place and any adjacent properties.	The ROW carriageway edge is setback 5.5m from the boundaries from the adjacent properties to the east of the site.	Y
d) The width and capability of any street to cope safely with the extra vehicle movements.	Yorke Road has a width of 8m and meets the design criteria for a Type-B road. As Yorke Road is a low speed zone it is acceptable.	Y
e) The location of any footpaths and the volume of pedestrian traffic on them.	The existing footpath on Yorke Road is to be extended into the Site adjacent to the ROW	Y
f) The sight distances associated with vehicle access onto the street.	The sight distance for Falls View Road entering Yorke Road to the north is 75m to the west and 122m to the east.	Y

g)	The existing volume of traffic on the streets affected.	vehicle movements per day on Yorke Road are expected to increase from 1302 to 1435 post development.	Y
h)	Any existing congestion or safety problems on the streets affected.	There are no existing congestion or safety problems on Yorke Road or Falls View Road.	Y
i)	With respect to effects in local neighbourhoods, the ability to mitigate any adverse effects through the design of access, or the screening of vehicle movements, or limiting the times the vehicle movements occur.	Right of way is to be maintained for vehicles on Yorke Road East and Falls View Road as currently. The ROW is to be extended to the intersection through the Yorke Road West corridor and is to connect to the intersection as a vehicle crossing to minimise driver confusion in regards to right of way.	Y
j)	With respect to the effects on through traffic on arterial roads, strategic roads and State Highways, any measures such as right turn bays, flush medians, left turn deceleration tapers, etc. proposed to be installed on the road as part of the development to accommodate traffic turning into and out of the site.	The Yorke Road/State Highway 11 intersection has a right turning bay on the major road and a basic left turn immediately after an overtaking lane. on the major road. By Austroads 4A section 4, these measures are acceptable for the expected traffic flows post development.	Y
k)	The extent to which the activity may cause or exacerbate natural hazards or may be adversely affected by natural hazards, and therefore increase the risk to life, property and the environment.	The proposed access measures are outside the flood hazard and coastal hazard zones.	Y
l)	Whether providing or having access to bicycle parking, shower/changing facilities or alternative transportation would reduce the number of vehicle movements associated with the proposed activity.	The suggested measures in 15.1.6A.7.(l) are not expected to reduce vehicle movements.	N/A
m)	The provision of safe access for pedestrians moving within or exiting the site.	The existing pedestrian foot path on the southern side of Yorke Road is to be extended to the site.	Y

6 Earthworks

6.1 Proposed Earthworks

Because of the level to gentle sloping topography, earthworks for the subdivision are minimal. Earthworks required consist of

- stripping the topsoil for right of way access roads.
- forming right of way access roads.
- Digging of trenches for utilities
- Preloading for building platform in Lot 22.

Table 6.1 – Estimated Earthworks Volumes

Development	Area (m^2)	Cut Volume (m^3)	Fill Volume (m^3)	Aggregate Volume (m^3)
ROW access roads	1600	400	400	320
Stormwater drainage	-	100	100	
Pedestrian Routes	900	180	180	90
Lot 22 ground level works	200		400	
Total Earthworks	**-**	**680**	**1080**	**410**

The total earthworks expected for subdivision is 2170m^3.

The earthworks quantities do not include on-lot development of driveways, parking or building platforms. Such earthworks are to be considered at the building consent consideration for individual lot development.

The estimate does not foresee notable volumes of cut-to-waste, although a small amount of undesirable material may be discarded off-site appropriately.

The maximum cut and fill height does not exceed 1.5m in height. The exception being the Lot 22 works where preloading is required – however, this is only temporary works.

6.2 Far North District Plan

Under the District Plan rules, cut, fill and aggregate volumes are added together making a total of 2410m^3. This scale of earthworks exceeds the 500 m^3 per year per site maximum for a permitted activity in the Residential zone [District Plan Rule 12.3.6.2.2]. The proposed activity is discretionary and complies with the provisions found in 12.3.6.3. The Site sits outside the Coastal hazard zones 1 and 2 found in FNDC maps CH1-CH17. As such, the provisions of 12.4 do not apply and excavation can be consented at FNDC's discretion.

Pursuant to rule 13.6.8 of the FNDC District Plan, it is requested that consent for earthworks be incorporated into the subdivision consent.

6.3 Northland Regional Plan

The threshold volumes under the Regional Plan are based on the volume of soil moved and excludes aggregate. The total volume of soil moved over the Site is estimated to be 1600m^3 which is within the

5,000m^3 per year permitted under the Regional Plan (Appeals Version June 2023). It is also within the 5000m^2 permitted limit set in C.8.3.1 Table 13. Less than 1000m^3 earthworks is expected in the flood hazard zone found in the northeast section of the Site. 1000m^3 is the threshold for a controlled activity in rule C.8.3.3. As such, no resource consent is required for the earthworks of the proposed development.

6.4 Earthworks Operations

A minor quantity of suitable excavated material may be used for fill in the road formations. The majority of excavated material will be cut to non-engineered fill in landscaping. Earthworks will be carried out in accordance with the Council's Engineering Standards and Guidelines and Auckland Council GD05.

Final earthworks details will be confirmed in the detailed design stage. We recommend that an Erosion Sediment Control Plan, in accordance with Auckland Council's GD05 guidelines, be a condition of consent.

6.5 Assessment Criteria

The proposed earthworks have been assessed against the Assessment Criteria in Section 12.3.7 of the Far North District Plan as follows:

Table 6.2 – FNDC Earthworks Assessment Criteria

Criterion	Assessment	Acceptance
(a) the degree to which the activity may cause or exacerbate erosion and/or other natural hazards on the site or in the vicinity of the site, particularly lakes, rivers, wetlands and the coastline;	The proposed earthworks will not cause or exacerbate erosion. Preloading material is to be placed in the flood hazard area, but this will be temporary (less than 12 months).	Y
(b) any effects on the life supporting capacity of the soil;	Soil beyond the roads and rights of way will be suitable for pasture, lawn and landscape planting	Y
(c) any adverse effects on stormwater flow within the site, and stormwater flow to or from other properties in the vicinity of the site including public roads;	The proposed earthworks will not obstruct existing drainage paths into the Waitangi River.	Y
(d) any reduction in water quality;	erosion control will be implemented during the earthworks operation using the Auckland Council GD05 guidelines. Once built on or grassed the proposed earthworks will have no adverse effect on water quality.	Y
(e) any loss of visual amenity or loss of natural character of the coastal environment;	The proposed earthworks will not be visible from the river or any area of natural character.	Y
(f) effects on Outstanding Landscape Features and Outstanding Natural Features (refer to ***Appendices 1A*** and ***1B*** in ***Part 4***, and ***Resource Maps***);	Not applicable	-
(g) the extent to which the activity may adversely affect areas of significant indigenous vegetation or significant habitats of indigenous fauna;	The riparian belt and the escarpment are the areas of the Site with significant indigenous flora. Earthworks will not extend into these areas and they are to be protected with erosion controls.	Y
(h) the extent to which the activity may adversely affect heritage resources, especially archaeological sites;	Refer Planner's report	-
(i) the extent to which the activity may adversely affect the cultural and spiritual values of Maori, especially Sites of Cultural Significance to Maori and waahi tapu (as listed in ***Appendix 1F*** in ***Part 4***, and shown on the ***Resource Maps***);	Refer Planner's report	-
(j) any cumulative adverse effects on the environment arising from the activity;	Refer Planner's report	-

(k) the effectiveness of any proposals to avoid, remedy or mitigate any adverse effects arising from the activity;	Sediment control will be implemented during the earthworks operation using the Auckland GD05 guidelines.	Y
(l) the ability to monitor the activity and to take remedial action if necessary;	Sediment control will be implemented during the earthworks operation using the Auckland GD05 guidelines.	Y
(m) the criteria in ***Section 11.20 Development Plans*** in ***Part 2***.	Not applicable	-

7 Natural Hazards

7.1 Regulatory Framework

Under Section 2 of the Resource management Act 1991, **natural hazard** means any atmospheric or earth or water related occurrence (including earthquake, tsunami, erosion, volcanic and geothermal activity, landslip, subsidence, sedimentation, wind, drought, fire, or flooding) the action of which adversely affects or may adversely affect human life, property, or other aspects of the environment.

Natural hazards listed in Section 71(3) of the Building Act 2004 include: erosion, falling debris, subsidence, inundation or slippage. We assess the susceptibility of this site to these potential hazards as:

Table 7.1 - Natural hazards pertinent to the proposed subdivision.

Erosion (including coastal erosion, bank erosion, and sheet erosion)	No – The riverbank surrounds of the site are volcanic basalt and the risk of scour at discharge points is negligible.
Falling debris (including soil, rock, snow, and ice)	No
Subsidence (vertical settlement)	Yes – for Lot 22.
Inundation (including flooding, overland flow, storm surge, tidal effects, and ponding)	Yes- Lot 22 is inundated in a 10% AEP event.
Slippage	Yes – Lots 1 and 2 require setbacks and detailed geotechnical investigation at building consent stage.

Other than Lot 22, there is sufficient land on the other proposed lots not effected by natural hazards for development. Lot 22 sits on a low-lying flood plain and is subject to flood risk.

7.1.1 *Northland Regional Council*

Under rule D.6.5 of the Regional Plan, development in flood hazard areas must not increase the risk of adverse effects from flood hazards on other property or another person's use of land or property.

7.2 Flooding

7.2.1 *Regulative Framework*

The New Zealand Standard NZS4404:2010 'Land Development and Subdivision Engineering' states:

4.3.5.2 Freeboard

The minimum freeboard height additional to the computed top water flood level of the 1% AEP design storm should be as follows or as specified in the district or regional plan:

Freeboard	Minimum height
Habitable dwellings (including attached garages)	0.5 m
Commercial and industrial buildings	0.3 m
Non-habitable residential buildings and detached garages	0.2 m

The minimum freeboard shall be measured from the top water level to the building platform level or the underside of the floor joists or underside of the floor slab, whichever is applicable.

Similarly, the Proposed Regional Policy Statement for Northland (May 2016 – Updated May 2018) states that the freeboard for habitable buildings is to be 500mm above a 1% AEP flood and be a minimum of 3.3m above One Tree Point Datum on the east coast (7.1.7). This corresponds to 3.396m (NZVD 2016).

The Regional Policy Statement also states that 1.0m for Sea Level Rise to 2115 is to be allowed for on the East Coast (7.1.7).

7.2.2 *Flood Mapping*

NRC flood mapping shows that there is a marginally higher inundation potential with coastal flooding than river flooding for a 1% AEP event Coastal flooding is modelled from the 2021 Tonkin and Taylor report, Coastal Flood Hazard Assessment for Northland Region 2019-2020. The nearest point of the Site considered is “Waitangi Estuary”. The report considers dynamic effects such as wave surges as coastal waves are concentrated up the estuary. The Waitangi estuary has a projected inundation of 2.8m above mean high water spring in a 2130 1% AEP event (with a 1.2m allowance for sea level rise). The inundation is shown as Coastal Flood Hazard Zone 2 (CFHZ2) in the NRC flood mapping.

Figure 5: Coastal flood inundation in a 2130 1% AEP (with 1.2m SLR).

7.2.3 *Recommended Minimum Floor Level for Lot 22*

Coastal Flood Hazard Zone 2 for the Waitangi Estuary allows for a 1.2m sea level rise in 2130 (Tonkin and Taylor 2021, Appendix C Table 2).

The recommended floor level for a dwelling on Lot 22 is as follows:

2.8m	(the 2130 1% AEP with 1.2m SLR from the Tonkin and Taylor, 2021 report)
Plus 0.5m	(The minimum freeboard for habitable buildings required by the Regional Policy Statement, NRC May 2016)
= 3.3m	(NZVD 2016)
< 3.4m	the minimum floor level on the east coast as required by the NRC Regional Policy Statement (7.1.7).

Therefore, the recommended minimum floor level for prospective dwellings in proposed lot 22 is **3.4m (NZVD 2016).** This is to achieve the minimum floor level requirement from the NRC regional policy statement for East coast dwellings.

A 3.4m floor level in Lot 22 is approximately 1m to 1.4m above the existing ground level. Engineered fill will be used to raise the ground level clear of natural hazards and will be done in conjunction with the geotechnical preloading.

7.2.4 *Flood Risk to Other Properties*

Under rule D.6.5 of the Regional Plan, development in flood hazard areas must not increase the risk of adverse effects from flood hazards on other property or another person's use of land or property. As the flood area for Lot 22 is within the estuarine flood plain for the marine management zone, the volume of the basin is negligible in comparison to the volume of the sea. The infilling proposed for the foundation of Lot 22 will not adversely influence the flood levels experienced by neighbouring properties.

8 Stormwater Management

8.1 Impervious Surface Area

The proposed development will see existing lawn and metalled track replaced with sealed ROWs and parking and roof cover. The expected impervious surface area percentage is estimated below:

Roof Cover	3960m^2
Individual Lot Parking Bays	660m^2
ROW	1600m^2
Total Impervious	**6220m^2**
Total Site Area	**22700m^2**
Impervious Percentage	**28%**

The above estimate assumes an average roof area and individual Lot parking area of 180m^2 and 30m^2 respectively.

Under rule 7.6.5.1.6 of the Far North Operative Plan, impervious surface proportions of up to 50% in the Residential Zone are a permitted activity.

8.2 Regulative Framework

Rule C.6.4.2 of the Northland Regional Plan provides for the diversion and discharge of stormwater from outside a public stormwater network provided (amongst other conditions) the diversion and discharge does not cause or increase flooding of land on another property in a storm event of up to and including a 10 percent annual exceedance probability or flooding of buildings on another property in a storm event of up to and including a one percent annual exceedance probability.

The Site discharges into the Waitangi Estuary that is overlayed by NRC as a Marine Management Area (MM2). There are properties and buildings downstream that are mapped as being susceptible in 10% and 1% AEP events. However, because the basin volume is fixed to the sea, flood levels downstream are not increased because of the proposed development.

8.3 Runoff Effects

Runoff effects for both a 1% and 10% AEP 10 minute event were assessed for changes in flow rate. Rainfall intensities are taken from the NIWA HIRDs database using the RCP 6.0 for the period 2081-2100 dataset. Runoff Coefficients were taken from Table 1 in E1 AS1/VM1 of the NZ Building Code. It is assumed that each of the 22 lots is to have an average of 25m^2 of cultivated landscaped garden (conservative). An 180m^2 roof area and 30m^2 parking area is assumed for each lot development. The rational method analysis estimated that peak flowrates generated in a 1-hour storm are increased by 44 L/s and 66.5 L/s in a 10% and 1% AEP event respectively:

Pre-Development Runoff

	Area	C	$I_{10\%}$	$I_{1\%}$	$Q_{10\%}$	$Q_{1\%}$
	m^2			mm/hr	L/s	L/s
metal road	1200	0.6	54.9	83	11.0	16.6
roof area	530	0.9	54.9	83	7.3	11.0
Bush	4150	0.25	54.9	83	15.8	23.9
medium soakage grassed soil	16820	0.3	54.9	83	77.0	116.3
Total	**22700**				**111.0**	**167.9**

Post-Development Runoff

	Area	C	$I_{10\%}$	$I_{1\%}$	$Q_{10\%}$	$Q_{1\%}$
	m^2		mm/hr	mm/hr	L/s	L/s
Sealed Access	1600	0.85	54.9	83	20.7	31.4
Lot Parking Bays (concrete)	660	0.85	54.9	83	8.6	12.9
roof area	3960	0.9	54.9	83	54.4	82.2
Bush	4150	0.25	54.9	83	15.8	23.9
Landscaped gardens	550	0.2	54.9	83	1.7	2.5
medium soakage grassed soil	11780	0.3	54.9	83	53.9	81.5
Total	**22700**				**155.0**	234.4
Increased Runoff					**44.0**	**66.5**

8.4 Flow Paths

Discharge from the proposed lots and ROW will be directly into the Waitangi Estuary. Because the receiving environment is a tidal estuary there is no benefit to be gained from attenuation.

Stormwater flow paths are to follow the directions of existing overland flow paths and sheet flow inclines. Roof water runoff from Lots 1 to 8 is to be collected in an existing swale within the esplanade adjacent. The swale is to be refurbished and it follows the course of the access track to the existing boatshed.

Roof water runoff from Lots 9 to 15 is to be collected by a central buried stormwater line beneath the overland flow path in Greenway A. Similarly, A stormwater line through Greenway B is to discharge roof water runoff from Lots 16 to 18.

Stormwater from the kerbside channel for the ROW and visitor parking areas is to be discharged by the by the existing overland flow paths in the Greenways A and B and a proposed stormwater outlet at the northern end of the ROW.

8.5 Water Quality Control

Runoff from sealed access ways is subject to pollutants such as temperature, litter and sediment. As per Rule 13.7.3.4 of the district plan, the proposed development must consider environmental effects from stormwater quality. It is proposed that all ROW runoff be collected by catchpits as an initial screening of

debris. It is proposed that that the three discharge flow paths of Greenway A and B have water quality check dams designed in accordance with GD01 C2.6 for water quality swales. The check dam system is to be designed at Engineering Plan Approval stage. But the specification is to meet the following criteria:

- A hydraulic retention time of 9 minutes minimum.
- A maximum velocity of 1.5m/s in a 10% AEP event.
- A maximum velocity of 0.8m/s in a water quality storm.
- A maximum longitudinal slope of 8%.
- A maximum water depth of 100mm in a water quality storm.
- A minimum freeboard of 150mm in a 10% AEP.

8.6 Erosion and Scour Control

The outflow location with the highest flowrate is the outfall from Greenway A. If the stormwater outlet pipe for Greenway A is 200mm diameter, The maximum velocity is 1.5 m/s in a 10% AEP. There is no potential for localised scour as the ground conditions near the bank are hard basalt and scour is not expected. As, it follows the path of the pre-development overland flow path, there is no topsoil in this area.

8.7 FNDC Assessment Criteria

The proposed stormwater management has been assessed against the Assessment Criteria in Section 13.10.4 of the Far North District Plan as follows:

Table 8.1 – FNDC Subdivision Rules 13.10.4 Assessment Criteria

Criterion	Comment	Acceptance
(a) Whether the application complies with any regional rules relating to any water or discharge permits required under the Act, and with any resource consent issued to the District Council in relation to any urban drainage area stormwater management plan or similar plan.	The proposed stormwater management complies with Regional Water and Soil Plan and Proposed Regional Plan permitted activity rules.	Y
(b) Whether the application complies with the provisions of the Council's "Engineering Standards and Guidelines" (2004) - Revised March 2009 (to be used in conjunction with NZS 4404:2004).	The proposed stormwater management complies with Council's "Engineering Standards and Guidelines" (2004) - Revised March 2009	Y
(c) Whether the application complies with the Far North District Council Strategic Plan - Drainage.	N/A	Y
(d) The degree to which Low Impact Design principles have been used to reduce site impermeability and to retain natural permeable areas.	Natural water courses will be retained.	Y
(e) The adequacy of the proposed means of disposing of collected stormwater from the roof of all potential or existing buildings and from all impervious surfaces.	Stormwater from rights of way, driveways and roofs will be dispersed as overland flows.	Y
(f) The adequacy of any proposed means for screening out litter, the capture of chemical spillages, the containment of contamination from roads and paved areas, and of siltation.	Litter and sediment from the roads will be contained in stormwater catchpits and in downstream GD01 check dams.	Y
(g) The practicality of retaining open natural waterway systems for stormwater disposal in preference to piped or canal systems and adverse effects on existing waterways.	Natural waterways on the site will be retained.	Y
(h) Whether there is sufficient capacity available in the Council's outfall stormwater system to cater for increased run-off from the proposed allotments.	The proposed stormwater system will be detained to predevelopment	Y

(i) Where an existing outfall is not capable of accepting increased run-off, the adequacy of proposals and solutions for disposing of run-off.	There is adequate capacity in the receiving waters for additional flow from the site.	Y
(j) The necessity to provide on-site retention basins to contain surface run-off where the capacity of the outfall is incapable of accepting flows, and where the outfall has limited capacity, any need to restrict the rate of discharge from the subdivision to the same rate of discharge that existed on the land before the subdivision takes place.	Retention basins are not required.	Y
(k) Any adverse effects of the proposed subdivision on drainage to, or from, adjoining properties and mitigation measures proposed to control any adverse effects.	Environmental effects on water quality are to be managed with check dams.	Y
(l) In accordance with sustainable management practices, the importance of disposing of stormwater by way of gravity pipelines. However, where topography dictates that this is not possible, the adequacy of proposed pumping stations put forward as a satisfactory alternative.	No stormwater pumping is proposed.	Y
(m) The extent to which it is proposed to fill contrary to the natural fall of the country to obtain gravity outfall; the practicality of obtaining easements through adjoining owners' land to other outfall systems; and whether filling or pumping may constitute a satisfactory alternative.	Natural flow paths will be maintained.	Y
(n) For stormwater pipes and open waterway systems, the provision of appropriate easements in favour of either the registered user or in the case of the Council, easements in gross, to be shown on the survey plan for the subdivision, including private connections passing over other land protected by easements in favour of the user.	Easement for the constructed creek will benefit Lots 7 to 11.	Y
(o) Where an easement is defined as a line, being the centre line of a pipe already laid, the effect of any alteration of its size and the need to create a new easement.	Proposed easements will be marked in the surveyor's scheme plan.	Y
(p) For any stormwater outfall pipeline through a reserve, the prior consent of the Council, and the need for an appropriate easement.	N/A.	-
(q) The need for and extent of any financial contributions to achieve the above matters.	N/A	-
(r) The need for a local purpose reserve to be set aside and vested in the Council as a site for any public utility required to be provided.	N/A	-

9 Water Supply

9.1 Potable Water Supply

The Site is only partially in the "Area of Benefit" for water reticulation. While the existing dwellings on the Site are reticulated, it was advised by FNDC in a meeting with Haigh Workman on 9 January 2024, because of network capacity restriction, that at the new development will require onsite water supply.

Onsite water supply is viable for the proposed development. Two options are identified as prospective water supply solutions:

1. Each lot is to have its own 25000L water supply tank within the lot boundaries. Because of the confined area, tanks will have to be underground beneath the parking area. Tanks will need to be designed to be anchored and not 'float' with a high groundwater level or undermine the geotechnical integrity of adjacent lots.

2. A community water supply tank/s can be constructed in the jointly owned shared area of the Site. The holding volume will need to be a minimum of 550m^3.

Determination and details of the water supply infrastructure are to be finalised at Engineering Plan Approval stage.

9.2 Fire Fighting

Council Engineering Standards require a water supply that is adequate for firefighting purposes. Where there is currently no reticulated water supply, then each residential lot will be responsible for providing adequate on-site firefighting supply.

For a single-family home without a sprinkler system in a non-reticulated supply area, the New Zealand Fire Service (NZFS) Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008 recommends for a firefighting supply a minimum water storage capacity of 45 m^3 within 90 m of the dwelling, fitted with an adequate means for extracting the water from the tank.

There is adequate manoeuvrability for rigid 8m fire truck within the proposed ROWs

9.2.1 *Alternative to Fire Fighting Supply*

The Code (SNZ PAS 4509:2008) specifically allows for alternative methods to be used in meeting the Code requirements, if there is approval from an appropriate person nominated by the NZFS National Commander. Clause 4.4 of the Code states that:

- Fire engineers or similar competent persons may use alternative methods, such as those detailed in Appendix H and Appendix J to determine firefighting water supplies. To comply with this code of practice, such alternatives must be submitted for approval to the person(s) nominated by the National Commander. The person(s) so nominated will approve these cases on confirmation that the method and calculations used are correctly applied.

- Alternative methods will need to show that the calculated firefighting water supply makes allowances for tactical flow rates (that is, the amount needed above a theoretical amount to absorb the released heat for operational effectiveness).

The procedure to be followed in the case of an alternative fire-fighting supply is as follows:

- The competent person should submit a firefighting facilities checklist (FFFC), with a scale site map showing contours and proposed alternatives to Table 2 with rationale for assessment to NZFS

If the proposed supply is approved by a nominated NZFS person, Council will accept the FFFC and compliance with the Code will be achieved.

NZFS considers that a 'one size fits all' volume is not appropriate in all circumstances. There are alternatives to firefighting couplings, but firefighters are not expected to lift pumps or hoses onto the top of water tanks.

It is our experience that NZFS approve developments where each lot has a 25000L tank when other tanks are within the vicinity of each dwelling.

10 Wastewater

10.1 Generation Volume

The FNDC Engineering Standards assume a flow allowance of 200L/person/day and a household occupancy of 4 (Table 5-1). Peaking factors of 2.5 and 5.0 are to be used for Dry weather peak daily flow and Peak wet weather flow respectively.

Calculation of wastewater flowrates are as follows:

Average Dry Weather Flow (ADWF): 200 x 22 x 4 /86400 = 0.2037 L/s

Dry Weather Peak Daily Flow: 0.2037 x 2.5 = 0.5096 L/s

Peak Wet Weather Flow (PWWF): 0.2037 x 5 = 1.0185 L/s

The FNDC engineering standards are comparatively conservative. If the Watercare Standard: *Auckland Code of Practice for land Development and Subdivision* is used to calculate expected wastewater generation volume, the peak design flow is smaller.

It is assumed that each proposed lot will be developed with a four-bedroom home with standard fixtures. Table 5.1.2 recommends a design occupancy of three per house and an allowance of 180L/person/day.

Calculations of the wastewater flowrates using the Watercare standard are as follows:

Average Dry Weather Flow (ADWF): 180 x 22 x 3 /86400 = 0.1375 L/s

Self-Cleansing Design Flow: 0.1375 x 3.0 = 0.4125 L/s

Peak Design Flow (PDWF): 0.1375 x 6.7 = 0.92 L/s

10.2 System Capacity

The existing sewer line on Yorke Road is a 150mm gravity main feeding into a pumpstation located at the Haruru Falls campground. The line collects wastewater from approximately 140 existing dwellings. The line continues as a pressurised 200mm diameter. It is improbable that the proposed development warrants a pipe upgrade.

10.3 Connection to the Network

The proposed development will see several lots downslope of the hillcrest on the shared ROW. It is recommended that the proposed development connects all 22 lots with a 80mm pressurised line laid within the ROW corridor. Three pump stations are required at low points within the development. They are to be:

- The front of Lot 9 in the shared driveway.
- The front of Lot 16 in the shared driveway.
- An individual pumpstation for Lot 22.

The exact specifications and design details of the wastewater system will be determined at engineering plan approval stage.

Appendix A – Scheme Plan

NOTES:

1. LOT BOUNDARIES TAKEN FROM LAND INFORMATION NEW ZEALAND (LINZ).
2. LINZ AERIAL IMAGE

LEGEND

- Existing Boundaries
- Proposed Boundaries
- Existing Contours (0.5 m)
- Proposed Access
- Open Space Reserve
- ROW Easement
- Proposed Footpath
- SW — Proposed Stormwater

COMMON PARKING AREA

5m WIDE ROW

Lot 1

Lot 2

Lot 3

Lot 4

Lot 5

Lot 6

Lot 7

Lot 8

Lot 9

Lot 10

Lot 11

Lot 12

Lot 13

Lot 14

Lot 15

Lot 16

Lot 17

Lot 18

Lot 19

Lot 20

Lot 21

Lot 22

Y TURNING IN ACCORDANCE WITH NZS4404

COMMON PARKING AREA

WAITANGI ESTUARY

Issue	Date	Revision
A	18/12/2023	FIRST ISSUE

DWG: Roading Plan 1/2

Scale 1:750 @A3 | Date JAN 2024

Drawn AS/LP | Checked AC | Approved JP

File O:\SUITEFILES - 22 322 - 111 & 115 YORKE ROAD, HARURU\ENGINEERING\DRAWINGS\22 322_SITE_PLAN.DWG

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Project: Site Suitability
111 Yorke Road (Lot 2, DP46802)

Client: East Property Investments Ltd

Project No. 22 322 | RC no. N/A

DWG No. P01

Sheet No. 1 of 4

Plotted By Ashleigh Skidmore at 16/01/2024 10:35:40 am

NOTES:

1. LOT BOUNDARIES TAKEN FROM LAND INFORMATION NEW ZEALAND (LINZ).
2. LINZ AERIAL IMAGE

LEGEND

- Existing Boundaries
- Proposed Boundaries
- Existing Contours (0.5 m)
- Proposed Access
- Open Space Reserve
- ROW Easement
- Proposed Footpath
- SW — Proposed Stormwater

YORKE ROAD

UPGRADE EXISTING VEHICLE CROSSING AS PER FNDC/S/2

5m WIDE SHARED DRIVEWAY WITHIN UNFORMED PUBLIC ROAD

SW

Lot 1

Issue	Date	Revision
A	18/12/2023	FIRST ISSUE

DWG: Roading Plan 2/2

Scale 1:500 @A3 | Date JAN 2024

Drawn AS/LP | Checked AC | Approved JP

File O:\SUITEFILES - 22 322 - 111 & 115 YORKE ROAD, HARURU\ENGINEERING\DRAWINGS\22 322_SITE_PLAN.DWG

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Client: East Property Investments Ltd

Project No. 22 322 | RC no. N/A

DWG No. P02

Sheet No. 2 of 4

Plotted By Ashleigh Skidmore at 16/01/2024 10:36:02 am

NOTES:

1. LOT BOUNDARIES TAKEN FROM LAND INFORMATION NEW ZEALAND (LINZ).
2. LINZ AERIAL IMAGE

SEALED PUMP STATION BELOW 1% AEP FLOOD LEVEL

GRAVITY SEWER CONNECTION FOR LOTS 3-5

PROPOSED CULVERT

EXISTING SWALE DRAIN TO BE REFURBISHED

PROPOSED SWALE

WAITANGI ESTUARY

Lot 1
Lot 2
Lot 3
Lot 4
Lot 5
Lot 6
Lot 7
Lot 8
Lot 9
Lot 10
Lot 11
Lot 12
Lot 13
Lot 14
Lot 15
Lot 16
Lot 17
Lot 18
Lot 19
Lot 20
Lot 21
Lot 22

LEGEND

- Existing Boundaries
- Proposed Boundaries
- Existing Contours (0.5 m)
- Existing Wastewater (FNDC GIS Maps)
- Proposed Wastewater (Pressurized)
- Proposed Wastewater (Gravity)
- Proposed Wastewater Manhole
- Proposed Pumpstation
- Existing Stormwater (FNDC GIS Maps)
- Existing Stormwater Manhole
- Existing Stormwater Inlet
- Existing Stormwater Catchpit
- Existing Stormwater Double Catchpit
- Proposed Stormwater
- Proposed Outlet
- Proposed Catchpit
- Proposed Manhole

Issue	Date	Revision
A	18/12/2023	FIRST ISSUE

DWG: 3 Water Services Plan 1/2

Scale 1:750 @A3 | Date JAN 2024
Drawn AS/LP | Checked AC | Approved JP
File O:\SUITEFILES - 22 322 - 111 & 115 YORKE ROAD, HARURU\ENGINEERING\DRAWINGS\22 322_SITE_PLAN.DWG

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Client: East Property Investments Ltd

Project No. 22 322 | RC no. N/A

DWG No. P03

Sheet No. 3 of 4

Plotted By Ashleigh Skidmore at 16/01/2024 10:36:32 am

NOTES:

1. LOT BOUNDARIES TAKEN FROM LAND INFORMATION NEW ZEALAND (LINZ).
2. LINZ AERIAL IMAGE

LEGEND

- Existing Boundaries
- Proposed Boundaries
- Existing Contours (0.5 m)
- Existing Wastewater (FNDC GIS Maps)
- Existing Wastewater Manhole
- Proposed Wastewater (Pressurized)
- Proposed Wastewater (Gravity)
- Proposed Wastewater Manhole
- Proposed Pumpstation
- Existing Stormwater (FNDC GIS Maps)
- Existing Stormwater Manhole
- Existing Stormwater Inlet
- Existing Stormwater Catchpit
- Existing Stormwater Double Catchpit
- Proposed Stormwater
- Proposed Outlet
- Proposed Catchpit
- Proposed Manhole

EXISTING Ø150 uPVC GRAVITY MAIN

EXISTING Ø150 uPVC GRAVITY MAIN

YORKE ROAD

EXISTING Ø150 uPVC GRAVITY MAIN

EXISTING Ø150 AC GRAVITY MAIN

EXISTING Ø525 RCRRJ CULVERT

NEW MANHOLE FOR CONNECTION

EXISTING Ø450 RCRRJ CULVERT

EXISTING Ø450 RCRRJ CULVERT

Lot 1

Issue	Date	Revision
A	18/12/2023	FIRST ISSUE

DWG: 3 Water Services Plan 2/2

Scale 1:500 @A3 | Date JAN 2024

Drawn AS/LP | Checked AC | Approved JP

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Client: East Property Investments Ltd

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DWG No. **P04**

Sheet No. **4** of **4**

Plotted By Ashleigh Skidmore at 16/01/2024 10:36:52 am

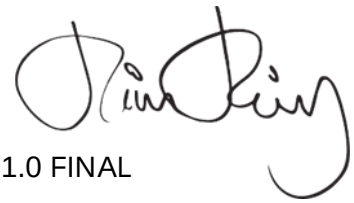
CONCEPT AND URBAN DESIGN REPORT

Yorke Road Subdivision, Haruru

for

Yorke Road Developments Limited

commonground STUDIO

APPROVED FOR ISSUE:	
Author	Tim King
Position	Design Director - Urban Design, Landscape
Signature	
Version/Status	1.0 FINAL
Checked	tk
Date	20 August 2024
For and on behalf of Common Ground Studio	

commonground STUDIO

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CONTENTS

PART 4

1. EXECUTIVE SUMMARY

This report details and explains the design of a proposed residential subdivision of 111 and 115 Yorke Road, Hururu.

The site consists mostly of a 1.76ha rocky promontory to the east of the Waitangi River. It is proposed to be subdivided into 21 lots, and a further 0.51ha balance lot on the eastern side of the promontory in an existing floodplain left for potential future development.

The subdivision design is a direct response to the landscape values of the site. The design concept aims to protect and enhance the natural values of the river environment. The development design is for an intimate, pedestrian-centric residential 'village' within a natural setting.

Traditional subdivision standards, particularly setbacks and Height in Relation to Boundary (HIRB) controls, often work actively against the creation of highly social, people-centred residential environments. Alternative best-practice urban design standards are proposed to counter this, and the report explains how these will satisfy the Objectives and Principles of the District Plan.

Key to the scheme is the inclusion of three road types not usually found in council engineering and environmental standards. Although none of these roads are proposed to be vested, understanding how they function is critical to understand how the lots will function, particularly at small sizes.

To support this 'alternative' approach, the scheme design is assessed using the Residential Subdivision Performance (RSP) Tool which measures subdivision design in terms of a Well-Functioning Urban Environment (WFUE – as defined by the NPS-UD). Traditional subdivision usually scores in the range of 15—25 (out of 100). The RSP score for Yorke Road is 96. This is exceptionally high –– though not entirely unexpected given that the major drivers of high urban functionality are the provision of a quality natural public realm, and the successful separation of vehicle and pedestrian activity. In this case the score represents the extent to which the site is nearly all 'natural open-space environment', and the extent to which the design has maximised the intrinsic value and amenity of this for the site.

The general area and the subdivision have been modelled in 3D using massing models and building envelopes to help assess potential visual effects from outside the site. The site is visible to the public from only three positions. Existing tree cover in the esplanade reserve screens most of the development. Three houses will be visible to a greater or lesser extent, depending on whether they are 1- or 2-storey buildings. No building is seen in its entirety – mostly just a small length of the front façade. This is consistent with the general level of building visibility for the rest of the Yorke neighbourhood.

The Report format beyond this introduction is laid out in a simple 4-part structure:

1. Context – a brief description of both the urban and landscape context of the site
2. Design Concept – the design response to context, and a framework for the design detail
3. Scheme Design – movement and open-space network, lot size and access, alternative planning standards, design assessment, and landscape management
4. Visual Effects – potential effects of the subdivision for neighbours and from public places

Appendices consist of full A3 plansets:

A. Scheme Design Planset
B. Residential Suburban Performance (RSP) Planset

PART 1

2. CONTEXT

2.1. URBAN CONTEXT

Haruru is a small settlement on the Waitangi River centred around the Haruru Falls. It is an old settlement, originating as a river port for inland access to the Bay of Islands. SH 11 runs through it, linking Paihia to the east with Kerikeri, Kaikohe and the rest of Northland to the west. Although having a population of 1100 approx. (400 fewer than Paihia), it has a very low level of self-sufficiency and functions more like a remote suburb of Pahia than a standalone village.

Figure 1: Hururu / Paihia relationship

It has very high levels of tourist accommodation (ranging from a camping ground through to boutique motel and a conference resort), but very low levels of supporting retail and no social services amenity for residents. The proximity of Paihia (4km) diminishes community interaction and identity, drawing activity out of Haruru and towards the larger centre.

Despite this, Paihia is topographically constrained in terms of residential growth for permanents. Already containing a reasonable amount of light industrial activity, this points the way for how Haruru should re-find its identity to service the large inland catchment.

A low permanent population and lack of connectivity are currently the biggest hindrances in this regard. There are topographical constraints to connectivity and growth; therefore the immediate strategy should be to maximise opportunities within the natural extents of the town as it is.

It is a fragmented settlement, consisting of five discrete neighbourhoods connected only by SH 11.

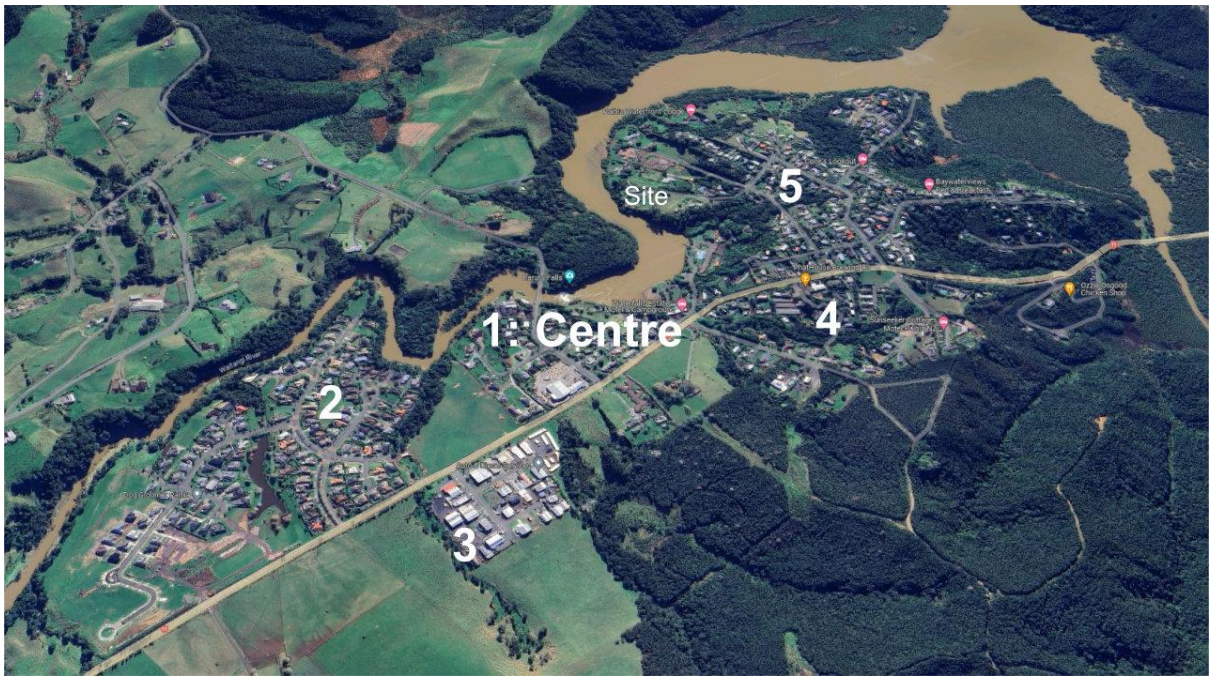


Figure 2: Hururu neighbourhoods

1. The old centre lies mostly on lower ground between the Waitangi River and SH 11. This is the furthest extent of the wide estuarine section of the river and originally provided port access for the territory inland. The old hotel and grand manor house (now a restaurant and music venue) form the psychological centre for the village, with the riverside containing the most extensive and concentrated visitor accommodation in the area.
2. A newer residential neighbourhood has been built well clear of the village 1km to the west, connected only by SH 11.
3. A small industrial area is isolated to the south of SH 11, midway between the two neighbourhoods above.
4. Dispersed and random subdivision has occurred to the east of the centre and to the south of SH 11.
5. Directly across SH 11 from these houses is the physically largest residential neighbourhood in Haruru. It occupies all the land to the east of the centre contained by SH 11 and the Waitangi River and estuary. It has one point of entry from the main

road. Access to the neighbourhood is 500m uphill from the centre. It contains the village's only convenience store and a takeaways. The subject site is within this area, sitting on a promontory that creates a raised western edge for the neighbourhood.

2.2. LANDSCAPE CONTEXT

The Waitangi River valley defines the landscape around Haruru. It is a valley system of 3 parts:

- A broad, 8km wide network of drainage basins, largely in pasture
- A narrower (1km wide, 5km long) middle section, also in pasture
- A 2.5km long by 3km wide estuarine stretch downstream from the Haruru Falls, fed north and south by the Hutia and Kaipatiki Creeks

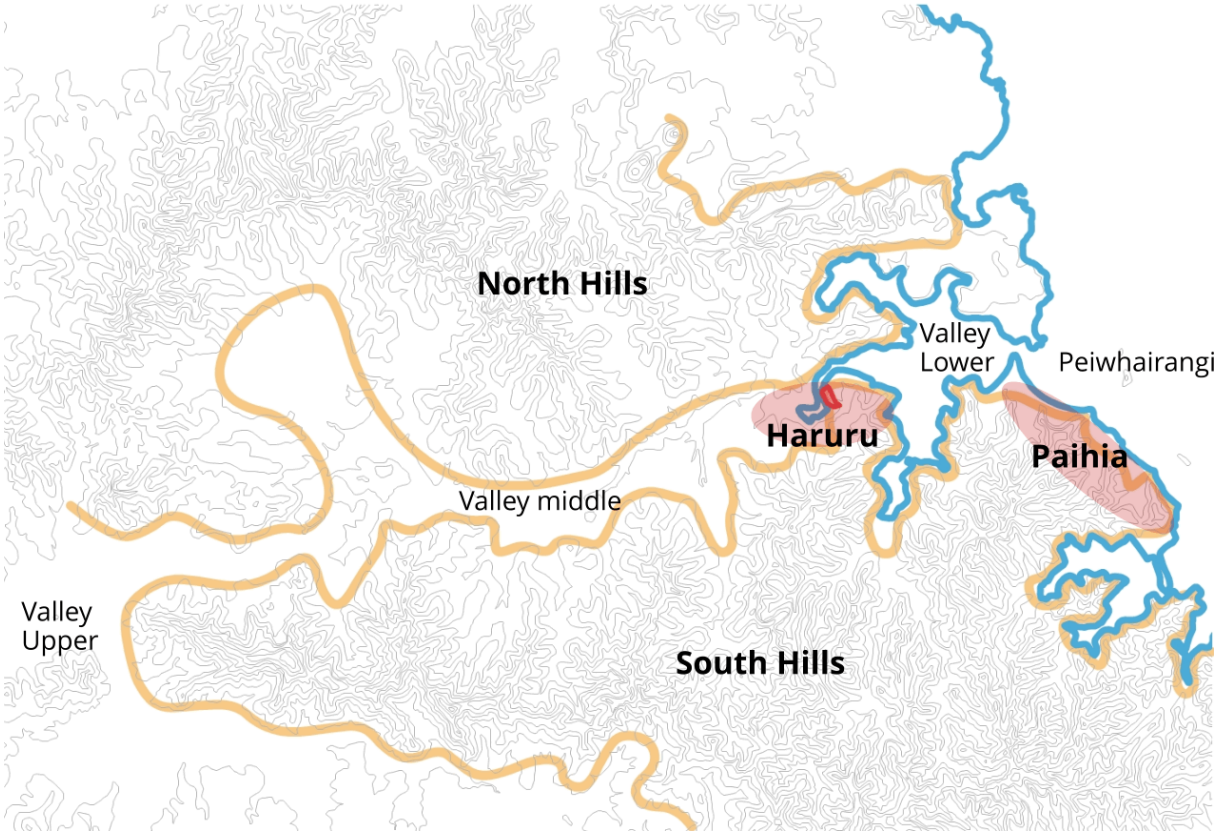


Figure 3: Wider landscape context

The river flows into Peiwhairangi (the Bay of Islands). Peiwhairangi is a drowned valley system. The line of demarcation between the drowned and extant valley is the 5m high Haruru Falls. Haruru Village is spread along the valley floor and onto the edge of the southern hills at this point.

Figure 4: Haruru Falls

The valley sides are formed by hill formations largely covered in a mixture of native vegetation (particularly south hills) and plantation forest (Waitangi Forest – north hills).

Figure 5: View over Haruru to 'north hills'

Figure 6: View over Haruru to 'south hills'

The Waitangi River edge opposite the site is completely covered in native bush. In the vicinity of the site, this is mostly made up of pohutukawa and kanuka, mangroves in the littoral zone together, and a range of minor native species spread throughout.

Figure 7: Waitangi River, opposite bank

2.2.1. The Site

Most of the site consists of a north/south aligned basalt lava 'tongue' that intrudes into the valley from the southern hills. Overlaid with volcanic soil, it creates a barrier for the river, turning the river sharply north shortly beyond the falls. The river turns east again as soon as it clears the northern tip of the property before flowing into Peiwhairangi proper at Waitangi.

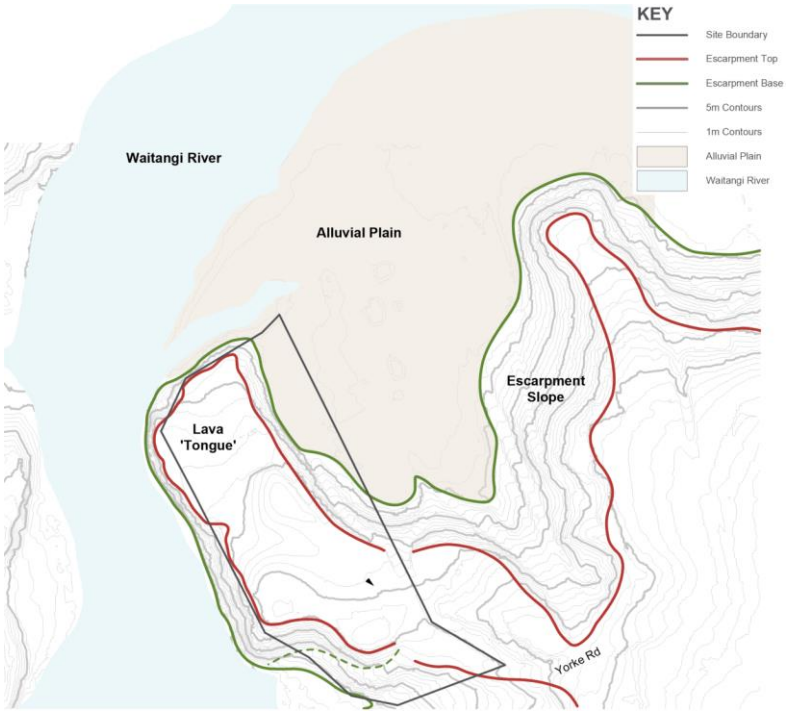


Figure 8: Neighbourhood topography

The smaller eastern side of the property is comprised of deep alluvial soils, drained from the hills and deposited by sea-level rise and in the lee of the river as it turns into the wide estuary basin behind Waitangi.

The dominant topographic feature of the site is the exposed rock escarpment around almost all four sides of the lava 'tongue'. The property is connected to the hills behind only by a very narrow 20m wide strip back to the corner of Yorke and Falls View Roads.

The plateau surface of the tongue falls irregularly from 20m at the entry to the 7m high escarpment edge at the top (northern) end of the site. The terrain is in two parts roughly aligned with the current property boundaries. The two sections are divided by a gently sweeping natural drainage swale leading to a depression on the escarpment edge.

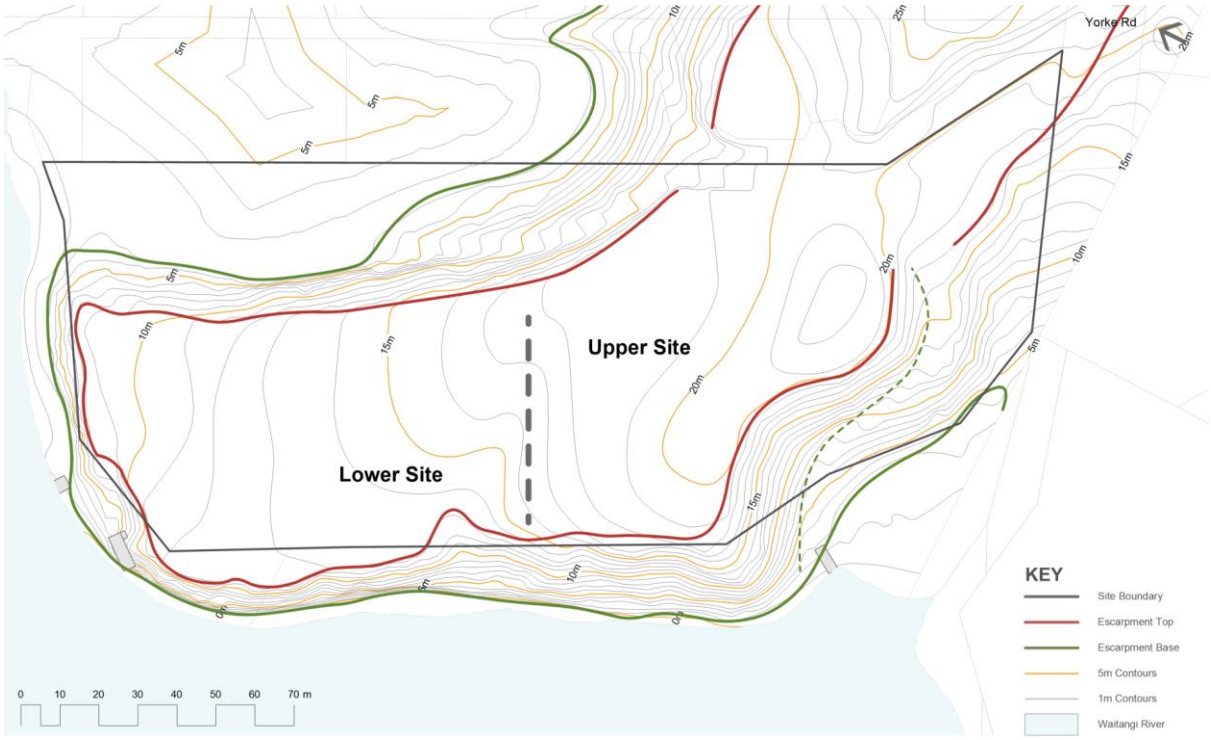


Figure 9: Site – topographic form

PART 2

3. DESIGN RESPONSE

3.1. CONCEPT

3.1.1. Green Response

The subdivision is designed in the first instance as a response to landscape – in particular, the landscape of the river. It proposes a strengthening of the natural escarpment values on all sides, using Greenways to draw these inside the site and provide continuity of native vegetation. Reestablishing natural vegetation cover in this way connects the site with what exists on the opposite bank, healing the river.

Figure 10: Natural vegetation distribution

A full set of A3 scheme plans are attached as Appendix A.

Subdivision and Built Form

The subdivision scheme proposes a built-form layout that expresses the shape and solidness of the basalt underlay. It does this by aligning lot frontage with the escarpment edge, and controlling where houses are positioned with alternative setback rules. The intention is that buildings – the most solid expressions of human settlement – are read as extensions of the natural landform.

Within the site the same escarpment approach is used along the edges of the Greenways, which by association function as escarpment extensions for these lots.

This approach internalises the lot scheme so that the perimeter and Greenways crossing the site are formed as a commons, contiguous with and indistinguishable from the esplanade reserve.

3.1.2. Movement Networks

The subdivision is a 'terminus' settlement, ie the property is at the end of Yorke Road and because of topography and earlier subdivision, doesn't connect back to the rest of the suburb other than by its single entry-point. Although unfortunate in urban design terms, this does allow a different approach internally to vehicle activity and how residents will interact with each other and with the wider environment.

Figure 11: Movement networks

The subdivision design is heavily pedestrian-centric. Visitor ('public') access to each lot is from vehicle-free open-space frontage. Primarily this is around the escarpment edge, connecting all people – residents and visitors alike – with the river environment. The Greenways and a separate footpath entry from Yorke Road feed people onto the edge route, either for access or for recreation.

The open-space network incorporating all the frontage paths also includes river access. This is provided naturally at three points:

- From the lower balance lot to the esplanade reserve between a short backwater and the northern escarpment face
- Down the escarpment on the north-east corner to an existing boatshed and ramp
- Down the natural gully at the southern end of the site

Vehicle activity is minimised. The single vehicle road sheds vehicles as quickly as possible.

- For visitors, two dedicated parking areas are provided.

- Residents access their own property across the rear boundary from short mews lanes within each of the three blocks.
- Only the front two lots have separate entries. These are from a short extension to Yorke Road, separate from the footpath.
- For general use the access road is 2-way, though for resilience and large trucks, 1-way egress is provided with a loop route using the lower lot.

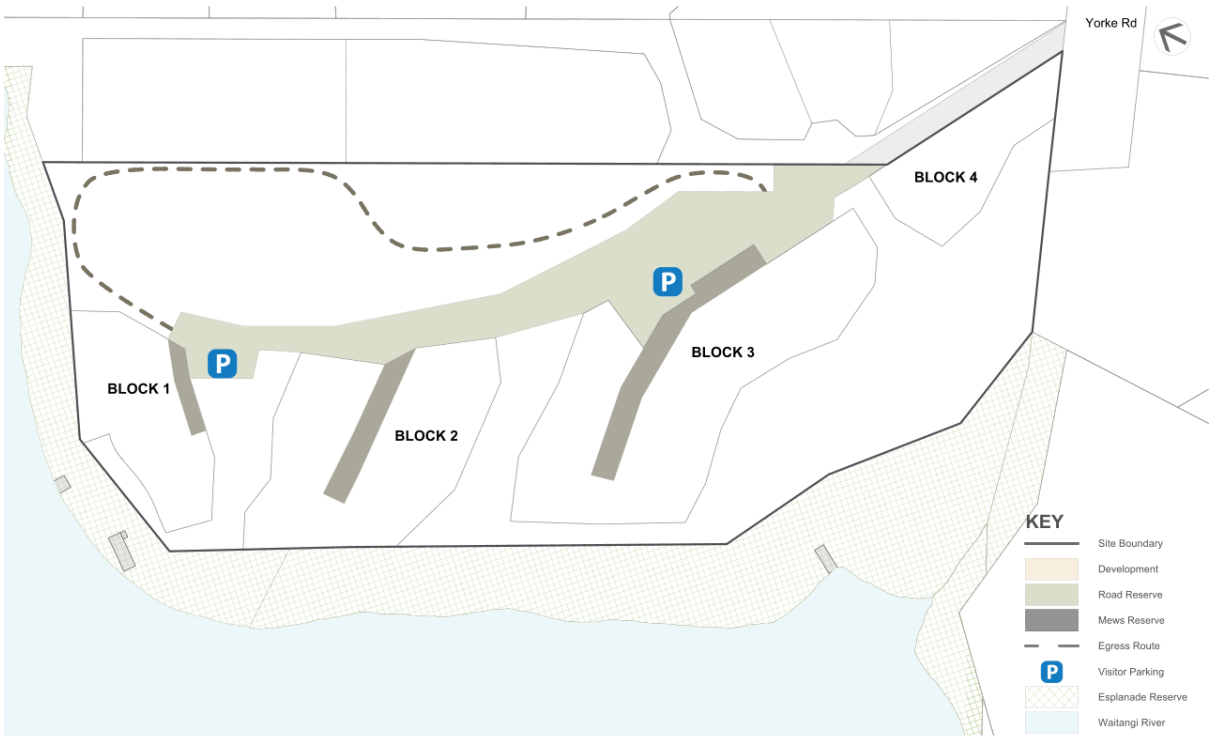


Figure 12: Vehicle network

3.1.3. Community and Amenity Value

Terminus subdivisions nearly always result in 'rear-lot syndrome', where social connection is diminished and amenity is internalised within the lot. The scheme is designed as an antidote to this. The key elements are:

- All frontage access to open-space reserves
- All vehicle access across rear lot boundaries

Nearly two thirds (63%) of the site is retained as a common lot. 82% of the commons is a vehicle-free open-space reserve for access and environmental enhancement, contiguous with the esplanade reserve and river. This reserve land is converted from only passive visual amenity value into a highly activated and social space by virtue of most pedestrian movement occurring along its boundary. Since the value of open-space amenity increases in proportion to the frequency and variety of use, this results in an extremely high increase in public amenity and urban functionality as seen later in this report.

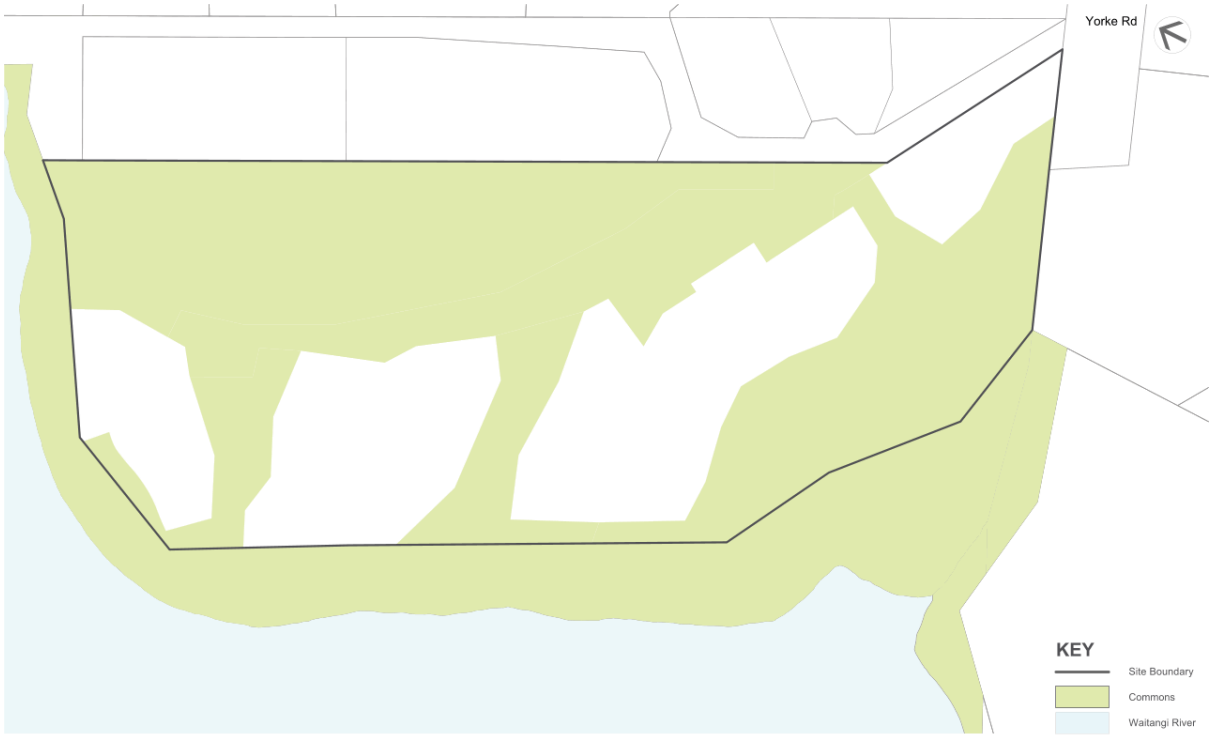


Figure 13: Common lot and esplanade reserve

Mews access for vehicles not only supports high levels of social activity on the front side of the lot, but it greatly increases the development efficiency of the lot itself – particularly as lot sizes get smaller. On-site amenity in these configurations usually increases by 2—300m^2/lot, so that eg a 3—400m^2 rear access mews lot contains the equivalent on-site amenity of a 5—700m^2 traditional front access lot elsewhere. A brief outline of how this works and some supporting documentation is attached as Appendix C.

Part 3

4. SCHEME DESIGN

4.1. BLOCK AND LOT PLANS

Four small blocks make up the design, with a further balance block for potential future development on the bottom alluvial flat.

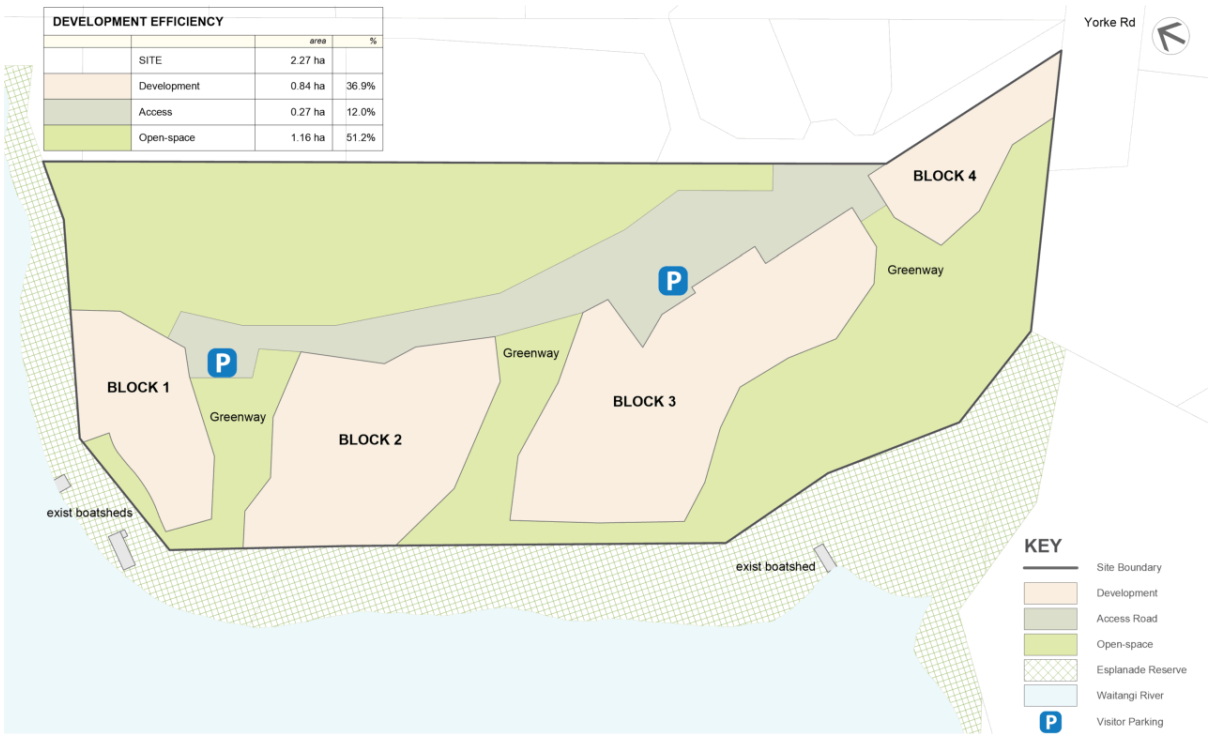


Figure 14: Concept Block Plan

21 Residential lots are proposed:

- 365m^2 – average lot size
- 300—539m^2 size range
- 300—399m^2 – 15 lots
- 400—449m^2 – 5 lots
- >450m^2 – 1 lot

Lot 22 (4,721m^2) covering the lower alluvial flat is retained for potential future residential use.

Lot 100 (9,550m^2) is held in common as an open-space reserve

JOAL's (Joint Owned Access Lots 101—103) are attached to Blocks 1—3

Figure 15: Lot Plan

4.2. OPEN-SPACE AND MOVEMENT NETWORKS

4.2.1. Road Types

The open-space and movement networks are treated as one in the design, with many road functions being taken into the open-space public realm. This requires the implementation of extra road types not included in the FNDC EES. Although the application is not proposing to vest these 'roads', an understanding of how they are intended to function in the development is important. The new types are:

- Greenway
- Mews
- Living Street

Figure 16: Road Type Plan

4.2.2. Greenway

The Greenway is the front-door address for the lot from which visitors enter the property. It is a road type that fulfils all the functions of a 'normal' road except carry vehicles. Vehicle-free except for emergency and occasional service vehicles, within the wider movement network it performs the role of a pedestrian/cycle arterial. As such it is a major connector, between nodes and destinations or to other open-space areas that constitute the network.

The reserve width is always variable. In this case it provides an active edge to the esplanade reserve from which it is indistinguishable. As well as providing the primary pedestrian route, in this development it also provides:

- The primary informal open-space environment (passive recreation)
- Stormwater management
- Landscape connectivity across the site
- A small orchard as a historic reference to previous landuse

With no vehicles outside the front boundary allows the development of a second living court for each property. The traditional 'private' court at the rear of the house is augmented by a 'public' court at the front. A living space in the house eg dining or living room can then spill activity directly into a social space within the yard and from there immediately out into the fully public space of the Greenway.

A 3m wide self-binding aggregate (hoggin) footpath is proposed and constructed sufficient to take occasional vehicles.

4.2.3. Mews

A mews is a narrow shared-surface lane within a block. Its main purpose is to release the public realm amenity of the street by removing moving vehicles from the passive part of the road reserve. This is a community's primary open-space asset which the mews unlocks as a pedestrian prioritised 'place' in the sense of Link/Place principles in NZS4404:2010.

As well as greatly improving the urban design quality of the street, shifting the vehicle entry point to the rear boundary results in considerable advantages for the lot itself.

1. A front living court can be provided to address the (now) social space of the street. With two living courts, there will always be a place where people can be in the sun, out of the wind, in private or public, active or passive.
2. Spatial efficiency within the lot is greatly enhanced. The same amenity (house size, living courts, parking etc) of a traditional front accessed 450—500m^2 lot can be reproduced on a mews serviced 250m^2 lot. In addition, the constraints on the spatial arrangement options are greatly reduced for the smaller lot so that negative effects between lots are almost eliminated.
3. Whereas a normal road provides a 25m min separation between opposing front building faces, a mews will create a similar if not wider separation between opposing rear building faces.

The mews function is not only to do with vehicles. It can also:

- Incorporate utility provision and servicing in a way that avoids disruption in the street/road environment for the wider public
- Concentrate on-site service activity away from the street
- Provide block permeability ie quick access for residents to the other side of the block

There is no fixed configuration for a mews, though the following minimum characteristics can be expected:

- Minimum 6m reserve width
- Building setbacks to provide 8m between opposing garage doors
- Design speed of 5—10kph
- Shared surface, undefined

- High screen fencing set back from the reserve boundary ie for living courts
- Mews entry reduced to 4m wide with transition surface either side of footpath to reduce vehicle speeds
- Can contain planting where possible and appropriate

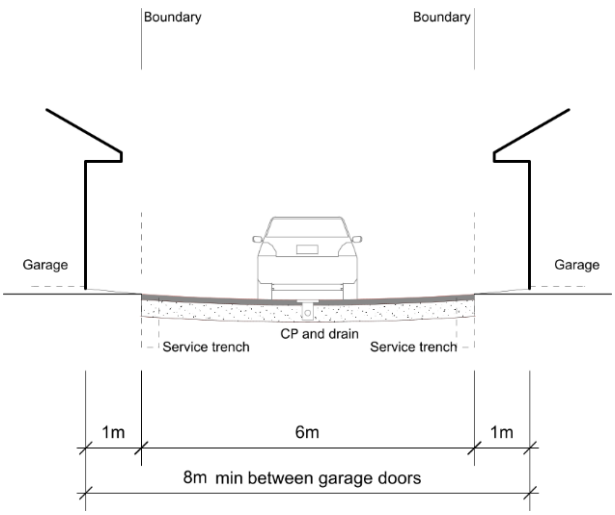


Figure 17: Mews cross-section schematic

Figure 18: A modern mews, Auckland

4.2.4. Living Street

A Living Street is a pedestrian-centric, landscape rich, shared-surface road type. It contains all the elements of a traditional road except for a marked reduction in the number of vehicle movements. With little vehicle traffic, it is configured less formally and regularly than a 'standard' vehicle road. If vehicles are present, required design speeds are 10—15kph.

The entry 'road' conforms to the basic Living Street type as a Greenway connection. It:

- Extends Greenway open-space values further into the development
- Provides vehicle access to mews lanes
- Provides visitor parking for Greenway frontage lots

Although basically still a large driveway set in a broad landscape, it differs from a tradition Living Street in that it isn't edged by lot frontage. This means that although shared surface function is anticipated – especially secondary pedestrian access at the entrance from Yorke Road – link value is elevated and therefore dedicated pedestrian paths are provided along most of its length.

Pavement width from Yorke Road to the first visitor parking area and mews entry is 6m. This allows for alternative pedestrian access as a shared surface, although the primary pedestrian access is almost as direct on the other side of Lots 1 & 2 which also connects with the public footpath network.

Beyond the parking area the pedestrian path is separate and informally aligned compared to the roadway, contained within planting and the escarpment top.

The carriageway width reduces to 4m as the road descends to the second visitor parking area. 2-way traffic movement is accommodated by widening at 'intersections', on average at 40m spacings.

4.2.5. Residential Subdivision Performance (RSP) Assessment

The RSP is an urban functionality modeller that came out of the FNDC Current State Assessment well-functioning urban environment (WFUE) study of 2022. It is essentially a tool that measures the *quality of a subdivision design* referenced to WFUE values.

The tool has its origins in a simple design aid developed over a decade ago. It worked by attaching a data structure to planar geometry to provide live feedback to a designer, helping shape a subdivision design by responding to urban design best-practice principles. The FNDC project unlocked the potential of this by contributing a much more integrated data structure together with a robust evaluation system. The result today is a tool producing easy to interpret complex analysis that is consistent enough with its big-brother WFUE Tool to be used as a WFUE proxy in most cases.

The proposed subdivision is at the lower end of what can reasonably e expected to return a meaningful evaluation. At a minimum, a design will need to incorporate a valid movement network, even though for small sites analysis of the network itself is a meaningless undertaking.

From the full set of measures, seven criteria have been able to have geometry attached to generate an assessment. They are:

Frontage

This captures factors that influence the relationship of the lot to the 'street'. The street is the primary open-space environment for residents. It is a social space as much as it is part of a movement network. Many factors influence the likelihood of social interaction and the extent to which the activity of each mode can be optimised.

Vehicle Access

How vehicles are managed in relation to the lot has the largest effect on the quality of the street and the expression of 'Place' values. It is an enabling function, not only adding greatly to network capacity but also a pre-requisite for alternative road forms.

Proximity to Open-space

The value of open-space amenity to the community can be measured by researched predictions as to residents' likely use of the public realm.

Open-space Quality

Value accrues to open-space in proportion to the number of people using it. This score compliments as an inverse the previous criteria. It measures the degree to which the reserve edge is separated from houses by a range of barriers that affect visibility and restrict or deter access.

Open-space Network

The mere provision of public open-space doesn't necessarily result in the provision of public amenity. The use of public spaces is proportionate to the extent that they're connected, and their value is further affected by the quality of connection.

Open-space Activity

Pedestrian use of the public realm increases dependent on the number of different activities it contains. This is true even as vehicle presence remains constant. The value of this criteria is also recursively related to the previous three.

Lot Value

This criterion is an overall amenity measure. It captures the extent that, as amenity increases beyond the lot, the potential quality of amenity within the lot will rise even as the lot becomes smaller. Referencing all the criteria above, conditions as perceived by an individual resident include:

- On-site amenity capacity.

- The amenity quality of the street environment.
- The provision, proximity and quality of amenity beyond the subdivision street environment.
- The degree of connectedness to outside amenity.

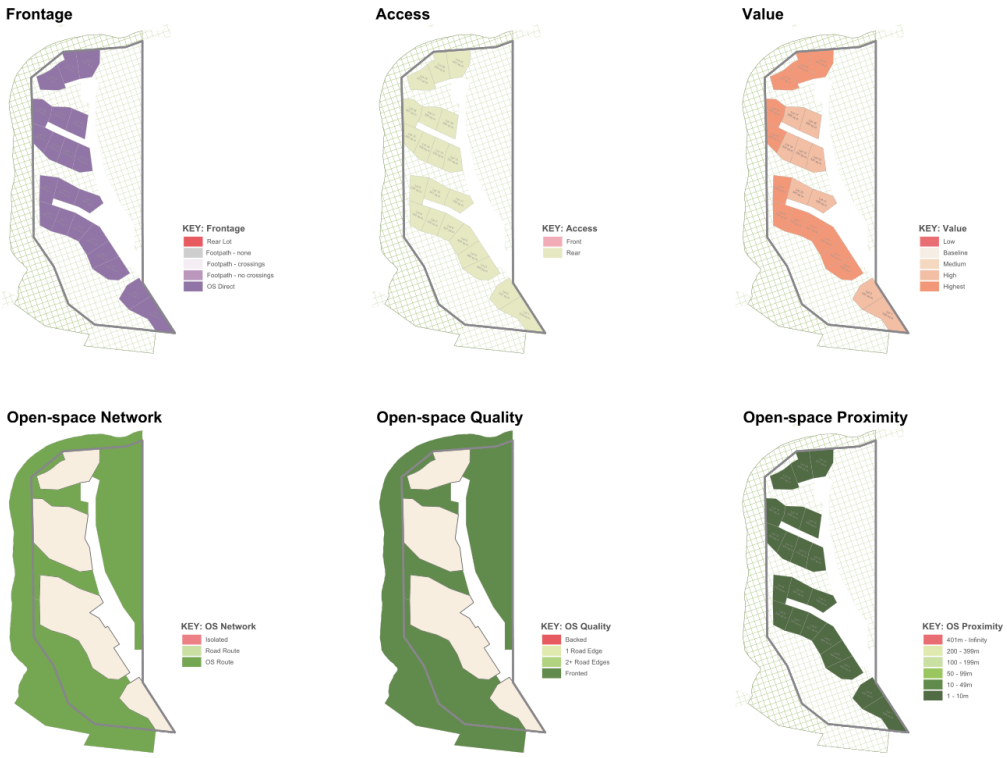


Figure 19: Data visualisations for six of the seven RSP criteria

A full A3 set of data visualisations that includes a score breakdown for each criteria is attached as Appendix B.

SUBDIVISION PERFORMANCE

Measure	*Score*	*Final Score*
Frontage	100	
Lot Access	100	
Lot Value	86	
OS Activities	87	
OS Network	100	
OS Proximity	100	
OS Quality	100	
URBAN FUNCTIONALITY SCORE		**96**

Table 1: Overall RSP Assessment score

These numbers are the assessment of outcomes derived from geometry that extensive research shows to be reliably predictable. An *evaluation of design quality* from the assessment looks first at the distribution of criteria scores, then at the internal distribution of field values for each criterion.

The tight spread of the criteria scores tells us that the total score is a fair proxy for the level of urban functionality. The elements that make up the urban form are in harmony. It is very rare for any subdivision to score over 90. All those that do have several things in common:

- Dependence on a high-quality open-space environment
- Development of a high-functioning open-space network
- Pedestrianisation of the 'street'
- Use of mews access for vehicles

The site is blessed by both the natural quality of its outlook and receiving environment, and its own geology and topography that are so legibly expressed. To achieve quality, all a design has to do is protect and strengthen those values in a way that also incorporates urban design best-practice solutions. The RSP score is a measure of how well that has been achieved.

5. LANDSCAPE

5.1. EARTHWORKS

Little site disturbance is proposed. The major intervention is to reduce the peak in the middle of the site to heal the excavated junction between the original two lots. This also enables shifting the roadway away from the escarpment edge and placing the pedestrian path within native vegetation.

Apart from this, the shape of the site will be retained, with the block pattern highlighting and making more explicit the shape of natural contour.

5.2. VEGETATION

Much of the site is proposed to be managed as a commons. In general the commons will extend the existing and natural vegetation associations of the river corridor and escarpments across the site.

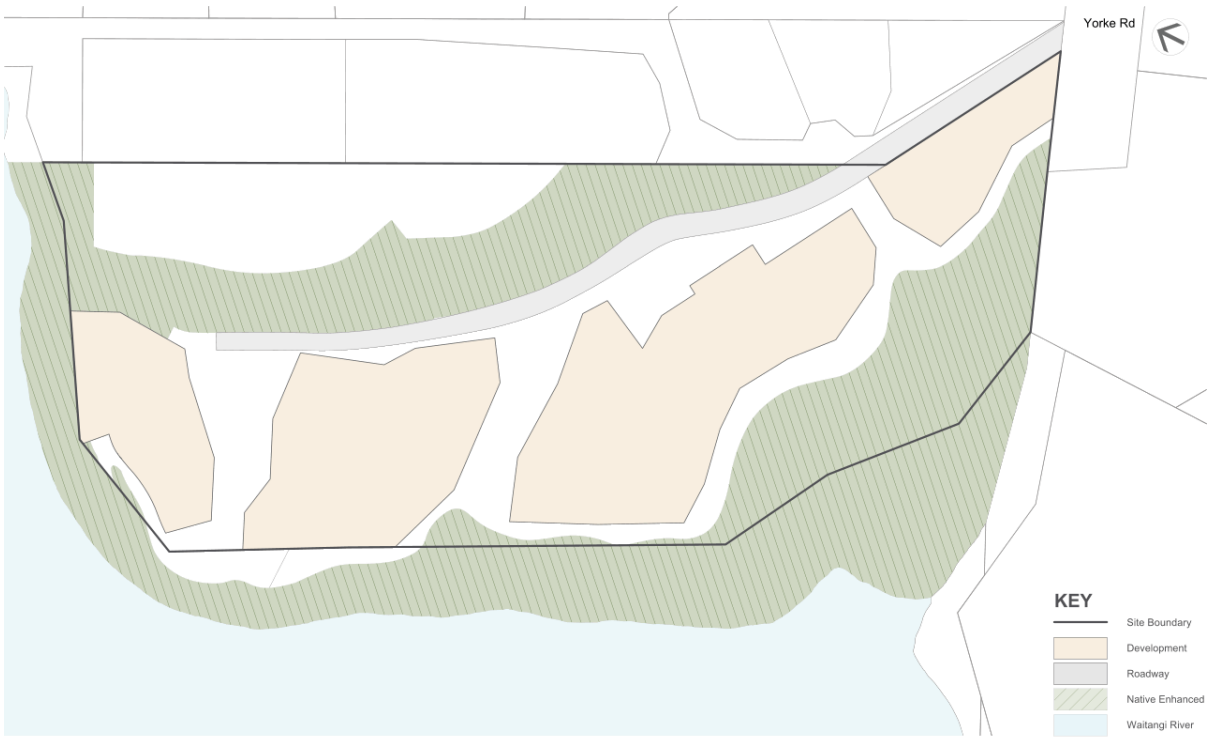


Figure 20: Proposed native vegetation management and augmentation area within the site and esplanade reserve

Existing vegetation on the site is something of a mixed bag. Several large Pohutukawa, karaka, and totara around the edges provide a framework and the coastal association will be used in new planting to penetrate into the site. Within the site itself most of the native plant cover is on the upper end of the inland escarpment. Covered with regenerating kanuka, this will be augmented with other species to ensure long-term association succession.

Most of the remaining vegetation within the site is of little value. The most common weed species on the site and esplanade reserve are:

- Chinese Privet
- Cotoneaster
- Agapanthus
- Prunus campanulate
- Gorse

A gradual removal process of these weed species is proposed, with replacement generally by natural coastal association species.

Part 3

6. PLANNING CONTROLS AND STANDARDS

6.1. VILLAGE CHARACTER

'Chapter 2: Context' describes Haruru as a 'detached' settlement, supplying people but not services to a wider community. Neighbourhoods are dispersed; the existing suburban form doesn't express the specifics of place. There are no social/community assets to bind it to place.

In its social life and attachment to place, village character is the opposite of traditional suburbia. Suburbia is configured for extensive urban or metropolitan scales relying on vehicle access. Suburbs, often amenity poor, traditionally internalise amenity within each lot, aiming to satisfy all needs of residents within the property itself. It is a pattern that isolates residents rather than connects.

Villages, on the other hand, evolve in direct response to their immediate physical environment. They are neighbourhoods where much amenity is externalised and shared. Proximity, sociability, accessibility, and intimacy are the urban characteristics at this scale. Recognising and knowing your neighbours fosters a strong sense of community and encourages people to look out for each other. This means people need to be visible and present. Thus the proposed subdivision design is overwhelmingly pedestrian-centric.

Key elements that drive the degree of intimacy required to generate 'village character' are:

- The relationship of the house to the street
- The relationship of the house to its neighbour
- A clear delineation between private and public space within the lot
- Continuous active frontage

To achieve the visual and functional intimacy of a village, best practice urban design insists on the minimum provision for each lot of:

- A private living court – Within the rear yard and a minimum of 35m^2. It will contain paving/decking, lawn, planting and be accessed directly from an active living room within the house.
- A public living court – within the front yard, either paved at ground level or a deck if living is on the upper level, also accessed directly from an active living room within the house. This court is for sun, surveillance and engaging with passers-by.
- A utility court – a dedicated space of around 9m^2 minimum for clothesline, rubbish bins etc.
- An entry – a dedicated space, fully visible and legible from the street
- Garaging/parking – 6—7m wide for 2 car spaces minimum. Need not be an actual garage building.
- Small side yards – for light (not solar gain), ventilation, access, and maintenance only. These are NOT outlook areas, so should be as narrow as practicable to help create continuous frontage for the street.

The complex of controls (setbacks, recession planes, coverage) that create the two-yard approach also 'automatically' manage solar gain for the building, on-site amenity and avoidance of overshadowing by neighbours.

6.2. LOT CONFIGURATION

Lot configuration and function is critical to deliver the potential quality outcomes referred to above. Many existing District Plan performance standards work against the generation of village character, being evolved responses to generally low-amenity subdivision. They tend to isolate buildings and residents through distance and a desire to create enough space on a lot to accommodate all of the things missing from the suburban public realm.

Considering the very high levels of amenity generated by the proposed development design, the existing standards that have been identified as counter-productive are:

- Setbacks – front, side and rear (mews)
- Height in Relation to Boundary (HIRB)
- Minimum lot size

The purpose of setbacks is to control the placement of the building on the lot. This is to secure amenity provision within the lot, to protect the amenity of neighbouring properties, to protect the amenity of the street and to create a particular 'street character'.

HIRB controls manage amenity and character effects beyond the site. As lots decrease in size (<500m^2) it is more difficult to push buildings into the middle of the lot where effects are largely managed through distance. A more nuanced approach to HIRB in relation to building placement is required, especially for smaller lot sizes.

Lot size should be a function of amenity. Where amenity is low, lots should be large. Where amenity is high, lots should be small, both to maximise the value (use) of the amenity for the community and also to minimise the cost.

6.3. PLANNING CONTROLS AND STANDARDS

5.3.1. Front Setback

One of the keys to developing a strong sense of community is to provide space where people mingle across the public/private divide. This is traditionally created through an awareness of the social – or sociable – function of the house. For example, the use of verandahs within talking distance of the street; providing a front-door porch that reaches out to the street, is directly and legibly accessible; entry steps that drop to the footpath, wide enough to sit on and socialise; and so on.

There is a point somewhere around the 6m mark where people choose not to engage with each other, and particularly across the public/private boundary will actively avoid engagement. A *maximum* front setback for the front face of the main building form has therefore been set at 6m.

To provide enough space for an active front living court a *minimum* setback for the front face of main building form has been set at 3m.

Note, in all cases the setback is to the front wall of the main building volume. 'Add-ons' such as a front door porch/roof cover or a verandah can extend into the 3m front yard in order to draw people out of the house towards the boundary and to encourage more activity within the 6m yard. This applies especially to the zone between the 3m and 6m setback lines. A limit to the architectural extrusions into the 3m setback area has been set at 5m^2 to avoid over-dominance of the street by the building in the suburban setting.

5.3.2. Side and Rear Setbacks

Wide section width and deep side-yard setbacks create a streetscape where houses are isolated from each other. When the buildings don't relate to each other to reinforce the continuity of the

street, residents tend to either withdraw to the rear or, for social engagement, go to distant places (usually by car).

Village character is strengthened by near-continuous and homogenous frontage. Minimum/maximum front setbacks and small side yard setbacks have the effect of positioning all houses in an approximate line in relation to the street. At the same time, rear yards also align to reduce potential over-shadowing of neighbouring living courts.

The purpose of the side-yard building setback is only to provide light, ventilation, access, and for maintenance for the house. This can be achieved in quite a small space. Side yards are never outlook areas and they are never required for direct sun access into the building.

A minimum separation between buildings of 2m is required however, unless side walls are to be fire-rated. To ensure this separation and avoid the cost and complexity around fire compliance the *minimum* side-yard setback has been set at 1.1m.

Garages are a special case, particularly in mews lanes. A zero lot line for garages as provided for in the district plan is accepted, both in relation to side and rear boundaries.

For the rear boundary in a mews configuration there is a further control that requires **8m** separation between opposing garage doors for trouble-free manoeuvring. In the case of a minimum 6m wide mews, this rule will push the garage back into the lot by a maximum of 1m.

The side of the access boundary that cars must enter has been identified for all lots on plan SCH-3 Planning Controls (see Appendix A). For mews lots, separation distances have been calculated and are captured by the rear setback line for each lot.

5.3.3. The Rules in Practice

It is important for the generation of amenity, the visual integrity of the street and the management of overshadowing and overlooking effects to have all of the buildings more or less in alignment. However, the streetscape is also hugely improved when all the front building faces are not in a straight line. This slows down movement along the street and results in an increase in 'place' values. This is the perception of the street as a linked string or 'necklace' of passive spaces that encourage social interaction across the boundary. It therefore results in a decrease in 'link' values – the perception that the street is only a transit corridor.

Two things work together to guarantee that buildings will step in and out of alignment:

- Buildings made up of two primary forms
- Side boundary lines that are not square to the front boundary

The first method is in the form of architectural design guidance.

The front façade of the building itself is articulated by constructing it using more than one primary form. This can be identified in the roof shape. Alternatively, extra elements can be added that have the same effect when viewed from the street, such as bay extensions or porches. Outward reaching parts of one house hide receding parts of its neighbour.

The second and most sure method of encouraging place function is in the design of the lot boundaries relative to the street. Building orientation for medium density and narrower lots is nearly always determined by the side boundary. Moving this away from perpendicular to the front boundary has the effect of turning the building which automatically creates frontage articulation in relation to the road, no matter what the building design. As the viewer moves down the street, building faces open up and the buildings appear to turn to face the viewer on approach.

The following plan illustrates all of the proposed planning controls and proposed design guidance (see Chapter 8) in context, as a 'real world' example. The site is 342m² and the building generated from a typology model of a 150m² real house design and a 42m² garage.

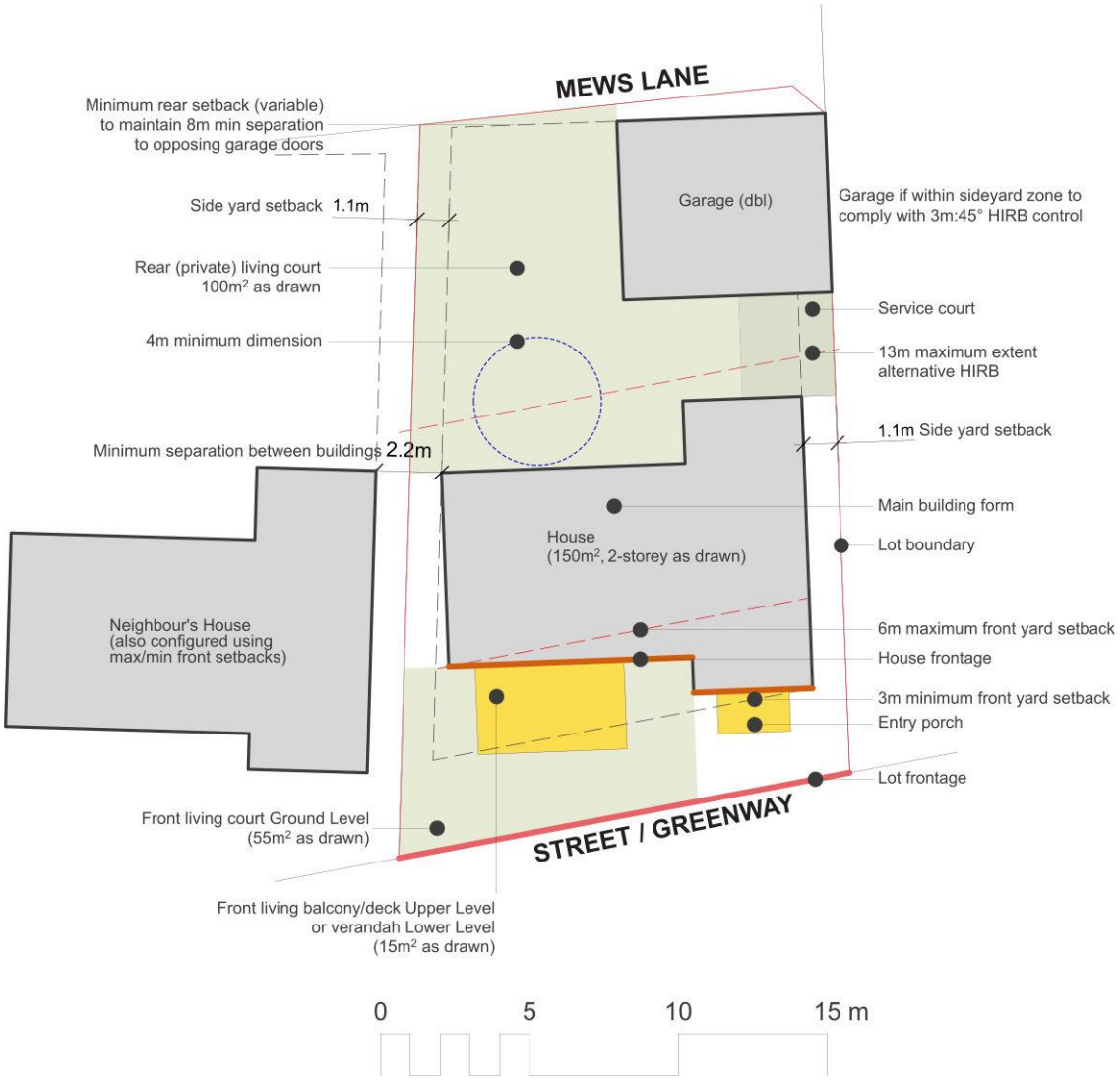


Figure 21: Lot rules and components – sample configuration

5.3.4. Lot Size and Amenity

The extent of the *building footprint* – the perceived intensity or 'built density' of development – is set by building coverage in relation to openness. The design outcome aimed for by the application is for building coverage to be less than 40%. This is more than some properties in Haruru, but less than others and is consistent with most low-density suburban zones in other parts of New Zealand.

As lot size drops below 400m^2 (160m^2 total building coverage), this has the effect of:

- Reducing GFA (building size)
- No garage/carport
- Using 2-storey structures

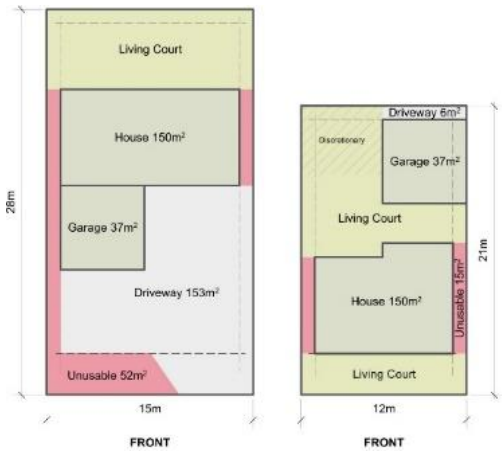
In practice, *usable* amenity bears no relationship to lot size. If building coverage is constrained, the things that makes most difference to the amount of usable amenity achieved are:

- Building setbacks
- The way in which vehicles access the site

Deep setbacks often create spaces that are too shallow to be functionally useful. Deep front setbacks create uninhabited spaces dominated by vehicle values from the street.

When vehicles enter the property from the front, 100m^2 is usually taken up with access and manoeuvring. As no other activities naturally cohabit with moving cars, most front yards in their entirety have no amenity function.

Vehicle access from the rear (mews lanes) completely removes the latter inefficiency. Mews access also releases the front yard for social engagement (the public court), which forces changes to setback controls. The mews/setback combination tends to maximise the efficiency of lot-use. It also pre-empts design decisions so that efficient use is far more likely than for front entry sites.



LOT COMPOSITION 420 SITE

	m2	%
LOT	420m2	
House/Garage	124m2	30%
Living Courts	87m2	21%
Driveway	157m2	37%
Unusable	52m2	12%

LOT COMPOSITION 250 SITE

	m2	%
LOT	250m2	
House/Garage	112m2	45%
Living Courts	89-117m2	47%
Driveway	6m2	2%
Unusable	15m2	6%

A theoretical demonstration of this was prepared for the Waiuku Community Board using their own criteria as a brief. The result – a 250m2 mews lot is the functional equivalent of a 420m2 front access lot – roughly tallied with the general 2:1 rule of thumb relationship (250 mews = 500 normal).

WCB theoretical efficiency comparison

Tissue studies of existing suburbia and real mews developments (using freestanding houses) confirm the 2:1 advantage of smaller mews lots. The most recent of these from Hikurangi (a development also including Greenway and Living Street types) showed a much more dramatic advantage. A summary of the results comparing 300m^2 mews lots (3—5 bedroom houses) with traditional 6—700m^2 lots concluded the mews lots had:

- **25% LESS** building coverage
- Nearly **2x MORE** green open-space within the block
- **2x MORE** living space /lot
- **Same** number of bedrooms
- **2—3x MORE** utility space /lot
- **75% LESS** driveway
- **<2x MORE** on-site parking
- **80x LESS** waste space within the lot

This Hikurangi development is also used as an example because it has been designed using the same variations to planning controls and standards proposed here. Not accounting for the social and internal lot benefits of the Hururu design, the Hikurangi example also demonstrates that the smaller lot sizes proposed for Haruru will better manage wider environmental effects than traditional development through less 'builtness', more openness, more naturalness and less hard surfaces.

6.4. HEIGHT / RECESSION PLANES

5.4.1. Building Height

The zone building height limit of 8m is applied to all lots as a base constraint. This enables a 2-storey house with floor to ceiling heights of 2.7m on the living floor and 2.4m for the bedroom floor, a gable roof with a reasonable pitch and pile foundations.

To avoid unintended architectural effects when eg ground slopes irregularly, it is proposed to adopt an exception clause that allows ridgeline infringements to be discretionary. This is a

relatively common exception in other jurisdictions and is managed as a restricted discretionary activity. The extent of discretion is defined as:

> *50% of the roof in elevation (measured vertically from the junction between wall and roof) being able to exceed the height limit by up to 1m when the entire roof slope is 15° or more.*

5.4.2. Height in Relation to Boundary (HIRB)

The purpose of recession planes is to distribute building mass in a way that creates the least impact on neighbouring properties.

Time of the year matters in assessing effects. In summer, having sun in the living courts is a priority. In winter, the living courts are used far less, so direct sun access is less important. However, it is very import in winter to have the sun shine on the building face of active living rooms in order to maximise solar gain and warm the house.

For living courts or house walls, issues arise when one house is positioned between the sun and the target area of the neighbouring house. Positioning houses roughly in line is the best way to remove this issue.

When houses in a street all more or less line up, and when there are active living courts on both sides of the house, then there will always be at least one living area in the sun at any time of the day and year. Overshadowing problems are removed from both building faces and living courts.

For outdoor spaces the recession planes are really only relevant for the part of the day in which they'll be used.

Figure 22: Solar modelling (medium density mews lots, Meadowlands, Christchurch) demonstrating shadow and illumination effects on houses and courtyards at either end of the day.

To encourage containment of the building mass towards the front of the site to limit over-shadowing effects to neighbouring living courts, an alternative zero recession plane applies for the front 13m of the site. This means that even for a house positioned on the maximum 6m line, a 7m deep 2-storey house ie upwards of 2—300m^2 GFA is still able to be positioned close to the boundary within this area. The standard recession plane of 3m and 45° in the District Plan is adopted for the rear part of the section. While a building will still be able to extend into this area, it will need to be restricted to 1-storey close to the boundary and will be at the expense of outdoor living amenity.

The alternative HIRB control encourages buildings to maximise width close to the front and release as much space as possible for amenity at the rear.

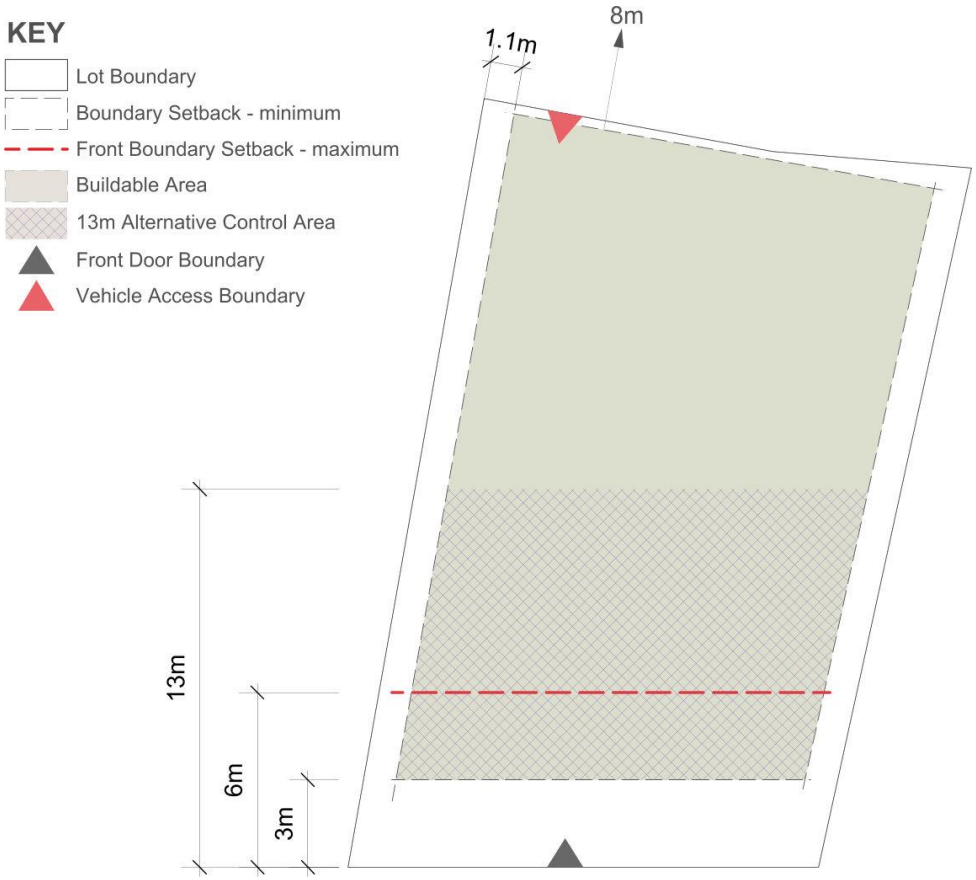


Figure 23: Lot rules summary schematic

5.4.3. Building Envelope and Consent Processing

No matter how good the design, proposing a subdivision with rules and standards different to those in the District Plan can be problematic for Council, particularly for building consent

processing. To assist Council officers and to limit the requirement for them to constantly assess an application for discretion, an alternative assessment path is proposed.

All of the above controls (setbacks/buildable area, HIRB, Alternative HIRB, Height and exceptions) can be captured in a 3D building envelope. This is a NURBs generated form derived from the as-built subdivision contours and includes/expresses all of the above controls. Together with the underlying site model, it will be provided for each site separately as part of the 224c consent package.

At building consent, a 3D version of the house (a simple accurate massing model is sufficient) is positioned on the site model at the correct elevation. A 3D pdf containing only the site model, envelope and building mass, forms part of the consent application. On opening the pdf, any infringement is immediately identifiable by the consent planner, in which case an orthogonally projected elevation that dimensions the infringement needs to accompany the application to confirm that it falls within the discretionary limits.

No other drawings or analyses such as single point cross-sections with traditional 2D measurements need be considered or interpreted for these matters.

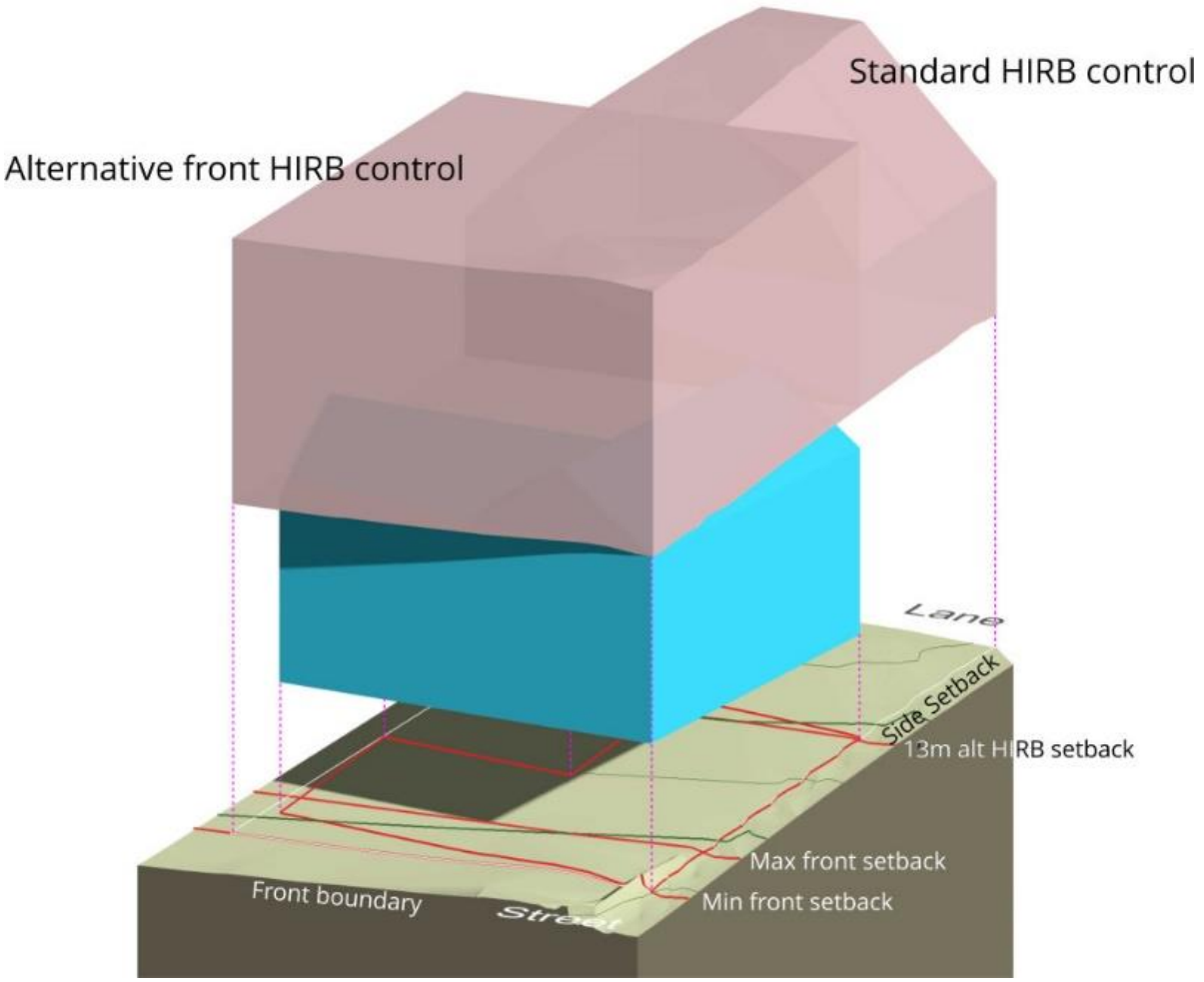


Figure 24: pdf components – site model, NURBs envelopes and building - showing how the envelope expresses all the planning controls and contains the building

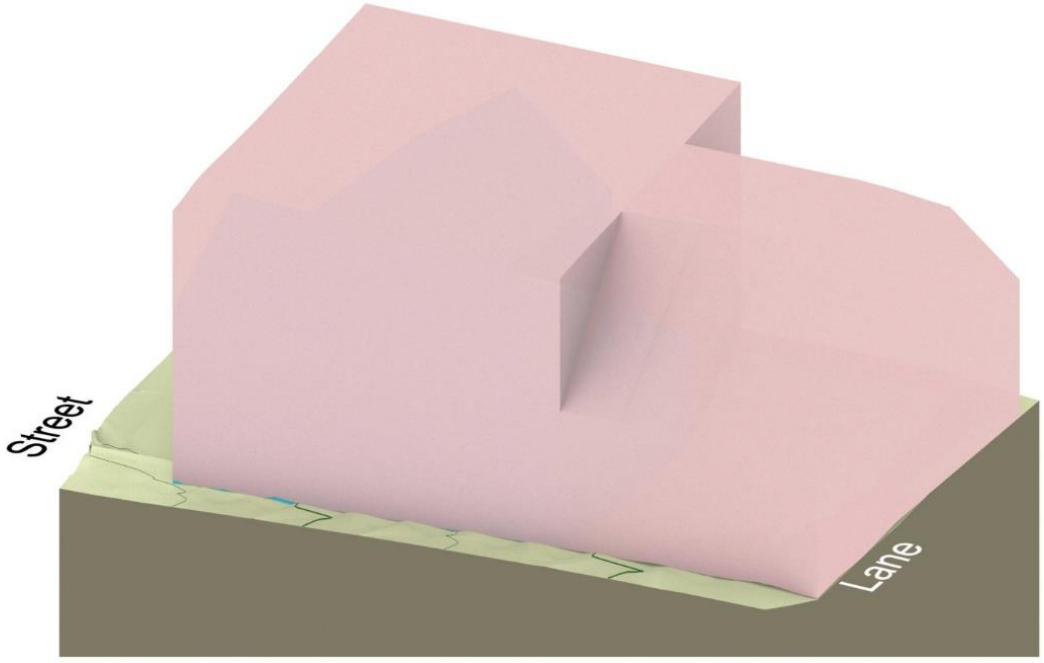


Figure 25: Oblique isometric view showing the two HIRB envelope volumes with a fully compliant building just discernible inside them

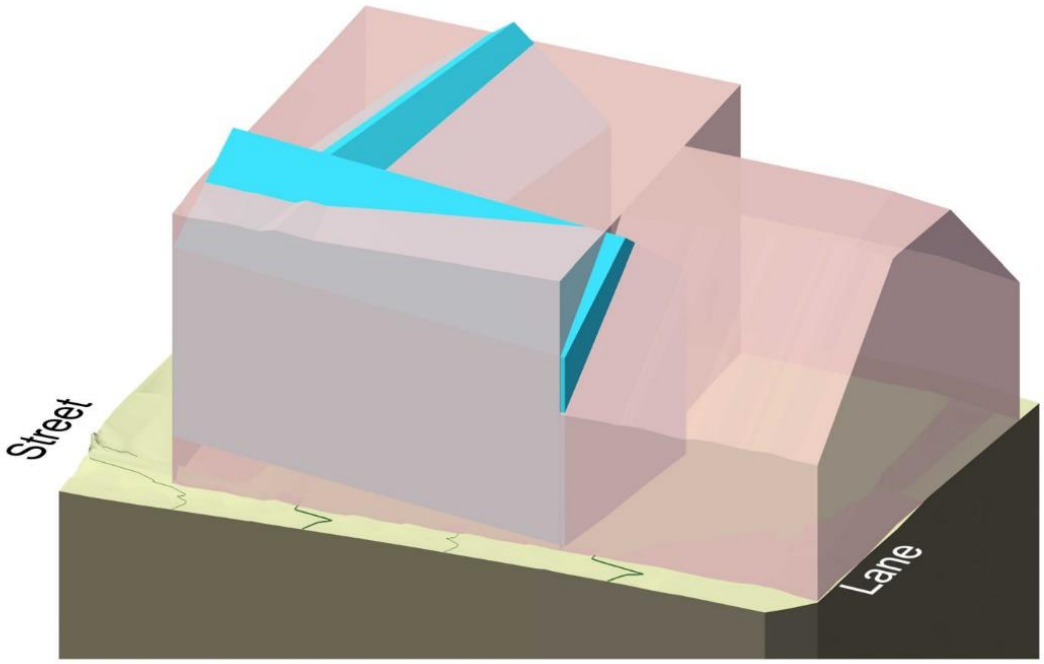


Figure 26: The same view but with the building raised 2m to generate infringements

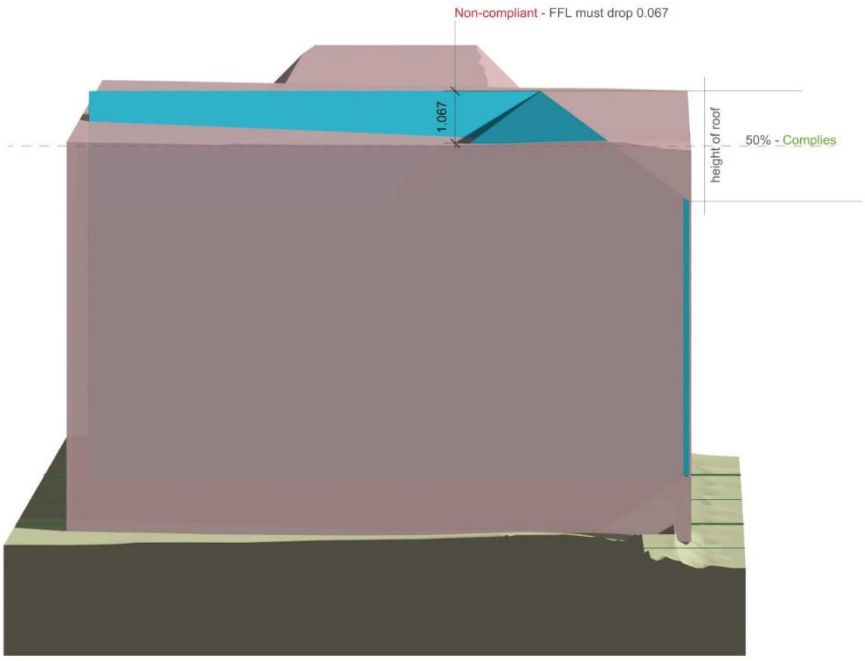


Figure 27: Front elevation. The infringing scheme dimensioned to demonstrate whether it falls within the extents of discretion. To achieve consent the house would need to be lowered by 67mm.

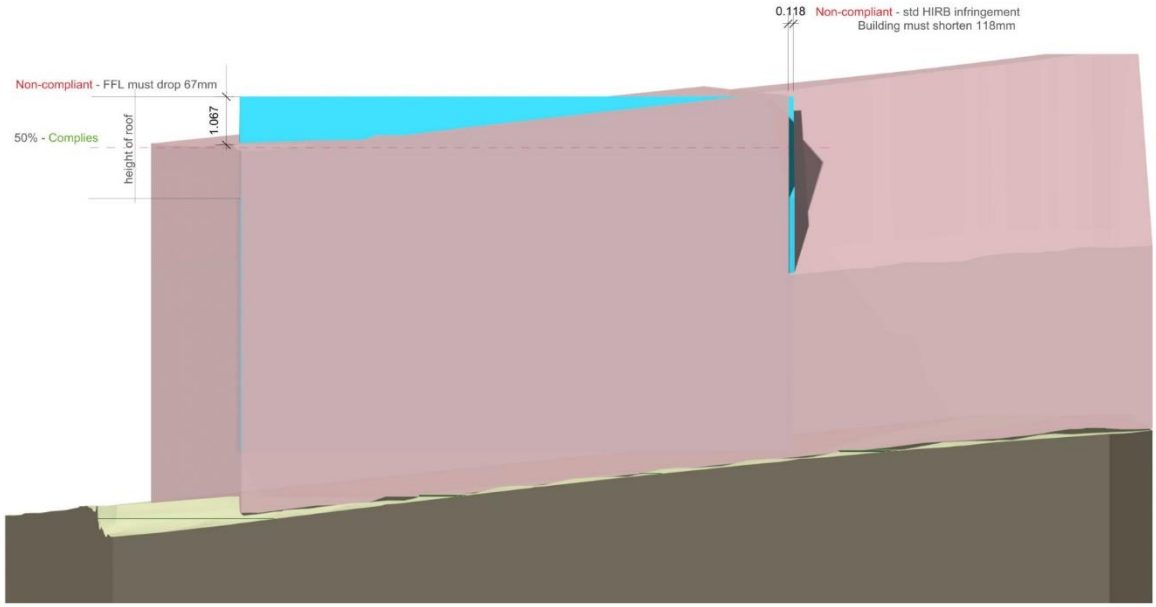


Figure 28: Side elevation. The infringing scheme dimensioned to demonstrate whether it falls within the extents of discretion. To achieve consent the scheme would need to drop the building 67mm (see above) and shorten the length of the building by 118mm where it extends beyond the Alternative HIRB Control volume.

7. DESIGN GUIDANCE

It is not the intent to provide rules proscribing the use of various materials or styles within the development or to introduce constraining rules that add to consent application and processing complexity.

However, there are a number of matters which are unfamiliar or not well-understood by the traditional development and building industries. By and large these are design rather than 'compliance' matters, but they drive the overall amenity and quality of the development. The subdivision design enables potential quality – 'quantified' by the RSP. The building, and internal lot design and configuration can't improve on this potential, but they can diminish it. This is assured when large-lot practice and performance standards are applied to smaller lot sizes.

To avoid any single lot inadvertently affecting the whole in a negative way and to assist individual lots maximise inherent amenity, a level of design guidance and support of a largely urban design nature will be provided to purchasers before individual applications are prepared for consent.

Guidance content will consist of such things as:

Addressing the public realm

- Two-sided houses
- How front yards can be configured
- Frontage articulation

How mews lanes work

Using a 'parts approach' to extend the functionality of buildings

Fencing

PART 4

8. VISUAL EFFECTS

7.1. NEIGHBOUR EFFECTS

At present, with the exception of the escarpment, most of the site is open and in grass, similar to its appearance when farmed. Only four houses look into the site, all adjacent neighbours.

Figure 29: Existing site and neighbouring houses

House 4 on the lower flood-plain level is the exception. It turns its back on the site, with outlook confined to the north and south. Any potential view of the site is only across the bottom terrace and the houses above are screened by the escarpment planting.

Figure 30: Neighbour houses in relation to development

The remaining three houses lie in close proximity to each other (5—6m apart) on higher sloping ground to the east of the site. They will all have some view of the upper part of the development. The proposed scheme introduces a lot of planting inside the site, taken into account in the following descriptions of visual exposure.

Images are taken from the Greenway 3 entry using a DM camera and 26mm lens for human vision equivalence.

HOUSE 1

Figure 31: Houses 1 and 2 from the high point on the site

The outlook and living areas of House 1 face north, away from the site. There is a potential view of Lots 3—5 and Lot 11 from a large window, though this part of the house is generally giving to entry and vehicles.

On the same level as adjacent development on the site, House 1 is approximately 40m away from the closest dwelling (Lot 3) and 70m away from the Lot 11 dwelling. The view will be partially or fully obstructed by roadway and carpark tree planting.

HOUSE 2

House 2 is a 2-storey dwelling with the upper level approximately 3m higher than the adjacent development. It will have a potential view of Lot 3 and 4 from the upper floor, though this is not the living side of the house. The outdoor area between the house and the site boundary is given over to vehicle parking.

Lot 3 and 4 dwellings are 50—60m away. Tree planting at the head of Greenway 3 and across the other side of the entry road will largely limit visual exposure.

HOUSE 3

House 3 is much higher than the site, and the adjacent dwellings (lots 1 and 2) will sit low on the site, 8m below the deck of House 3. The west-facing deck looks over the site; distant views are southwest over the river towards the motor-camp in central Haruru, or northwest down the development roadway.

Figure 32: House 3 from Greenway 3 entry

Together with Lots 1 and 2, House 3 will have a potential view of Lot 3 and 11 dwellings as well. The first pair are approximately 30m away, below the view, and the second pair are 60 and 100m away respectively.

There is a lot of mediating tree planting between House 3 and the second pair. Some mediating planting within their own sites can be expected for the first pair at least to the extent that the entry roadway is screened.

7.2. PUBLIC PLACE EFFECTS

7.2.1. Viewpoints

There are only three vantage points from which the site is exposed to public view.

1. From the Waitangi Track, 160m north of the site on the far edge of the Waitangi River
2. From the Waitangi Track, 100m east of the site across the Waitangi River on the edge of the escarpment
3. From the end of Old Warf Road, 180—250m south-east of the site on the edge of the Waitangi River

For anywhere else on the Waitangi Track, the site is obscured from view by extensive vegetation. Cross-sections have been calculated from the terrain model for all houses within the viewshaft of each viewpoint. Proposed houses that are potentially visible are on Lots 15, 16, 19—21. The roofs of remaining Block 3 houses, although just visible now, will be screened by Greenway planting.

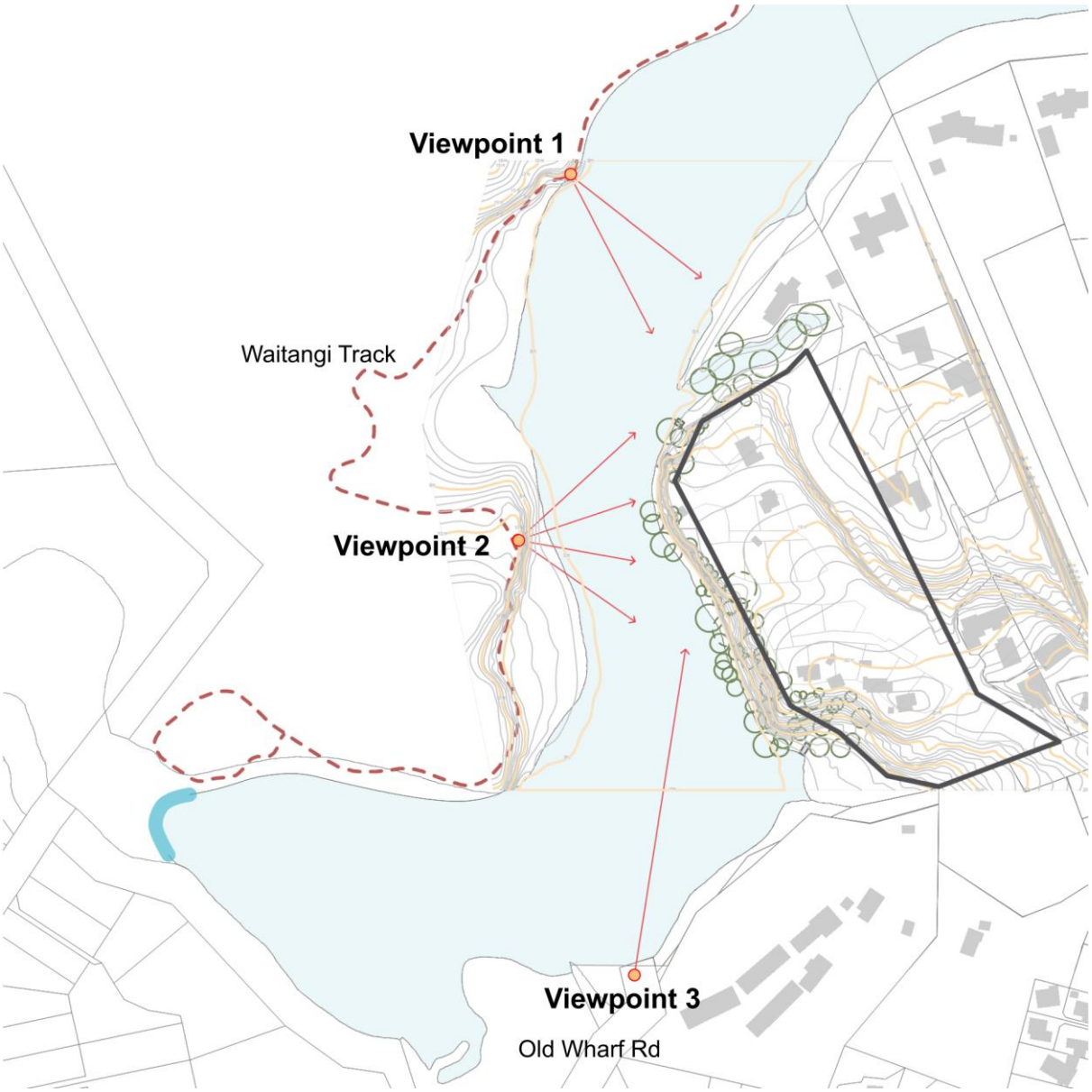


Figure 33: Public place viewpoints – arrows indicate photograph direction used to compose panoramas

VIEWPOINT 1

The view from the north gives a fair indication of the general level of visual exposure and the existing urban character as perceived beyond the site. Apart from the larger houses on the river

that tend to be fully exposed, most dwellings are only partially visible and are contained within tree planting that continues through to the ridgeline.

The positions of existing buildings on the site are identified on the panorama. The top of the roofs of the two houses can just be seen along the top edge of existing Pohutukawa and totara growing in the esplanade reserve. A shed (to be removed) is within the reserve on the edge of the escarpment.

Figure 34: Viewpoint 1 vista

VIEWPOINT 2

Much more of the site can be seen from this position, though again, existing buildings are almost completely screened by the existing trees. Some houses are partially visible among trees beyond the site higher on the hill. Three positions are identified where the foreground screening is weaker.

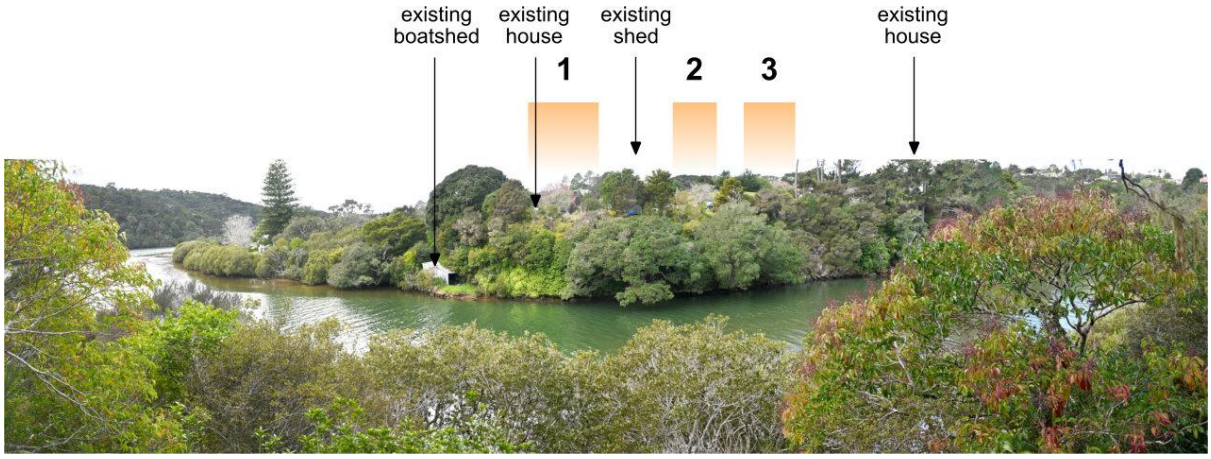


Figure 35: Viewpoint 2 vista – 3 potential openings in existing vegetation identified

VIEWPOINT 3

This vantage point looks into the high tree-clad escarpment at the southern end of the site. The ground falls away to the north beyond the escarpment edge and all houses in this vicinity are well-concealed by the tree-cover. The top of House 3, 8m above proposed Lots 1 and 2 (see Neighbour Effects above) is just visible above the tree-line.

7.2.2. Cross-sections

Figure 36: Section lines

Major trees within the Esplanade Reserve are identified. Heights are calculated by photo reference against existing structures on the site and by ground-truthing. Reference photographs are all 20MP using a DM camera and 26mm lens. 150—200m^2 2-storey buildings are modelled to calculate maximum effects.

7.2.3. Viewpoint 1

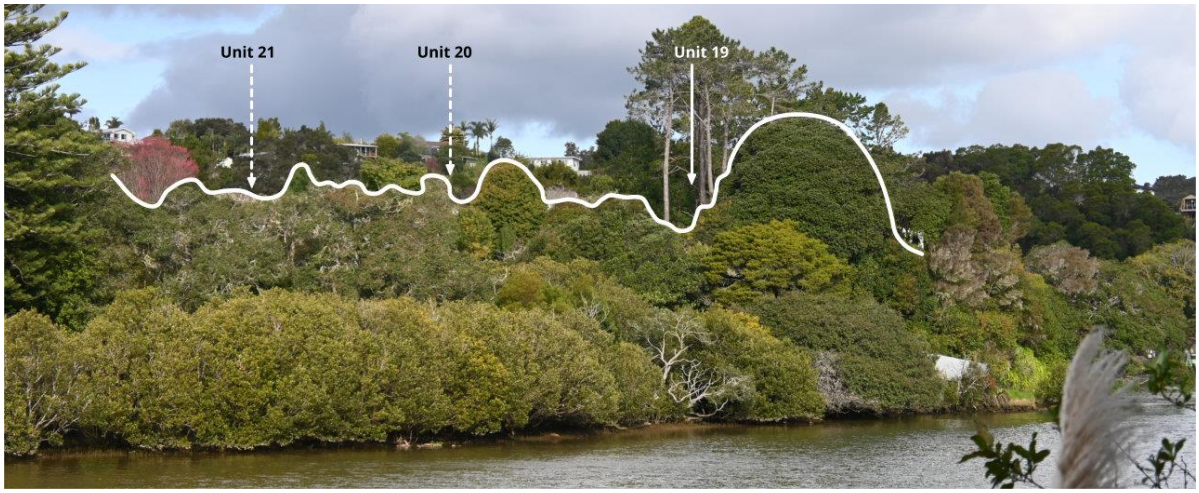


Figure 37: Viewshaft from Viewpoint 1 – dashed arrows indicate proposed dwellings below vegetation line

SECTION 1

Dwelling 21 will be contained within the existing esplanade vegetation.

Figure 38: Cross-section 1

SECTION 2 (A, B)

Dwelling 20 will be screened similarly to 21. The sightline intersects Block 2 dwellings at the roofline. Any small-medium trees planted in Greenway 1 will penetrate the sightline and will either partially or fully screen houses higher on the site. Without planting, the extent the houses will be visible is still less than for much of the existing neighbourhood.

Figure 39: Cross-section 2a

The second cross-section to test the north-facing slope of the site results in much the same effect.

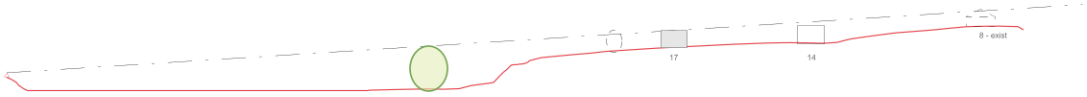


Figure 40: Cross-section 2b

SECTION 3

The top-floor corner of dwelling 19 is visible to the far right of this viewshaft.

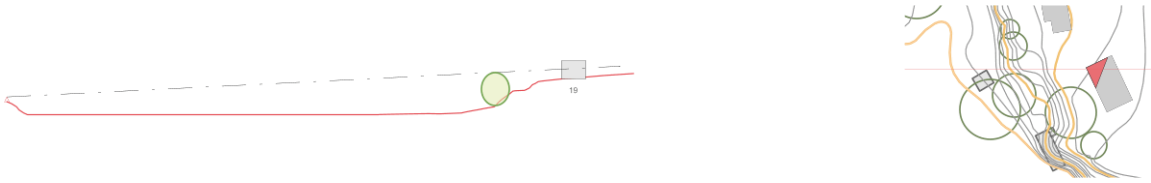


Figure 41: Cross-section 3

7.2.4. Viewpoint 2

Figure 42: Viewshaft (left-hand side) from Viewpoint 2

SECTION 4

The end wall facing the Greenway of dwelling 19 will be visible.

Figure 43: Cross-section 4

SECTION 5

The southern half of the side wall facing the Greenway is visible.

Figure 44: Cross-section 5

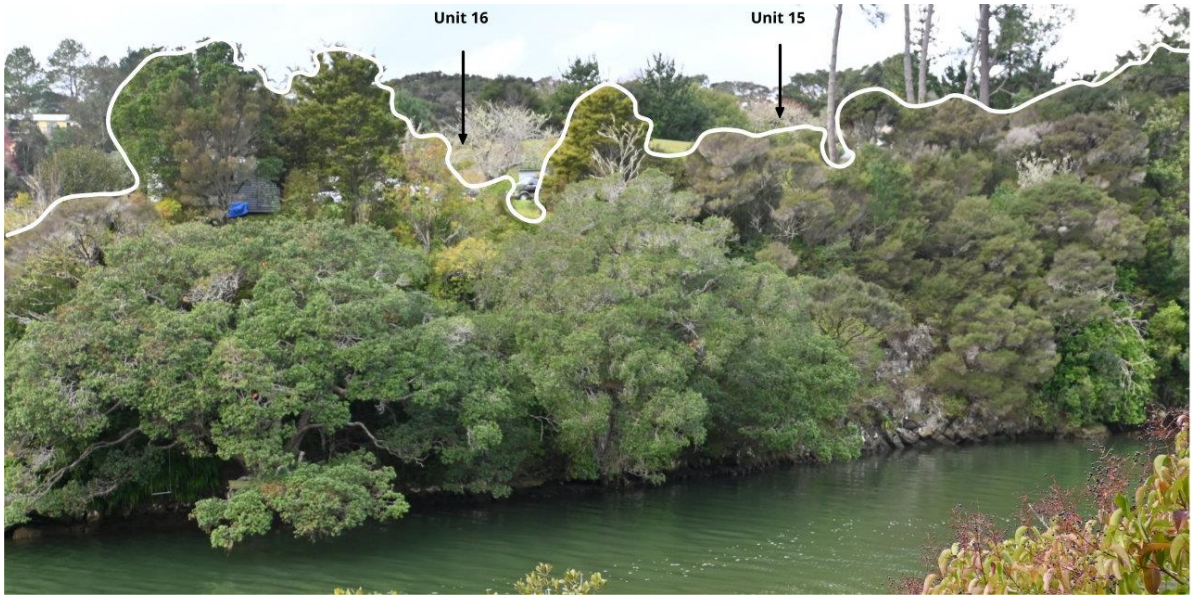


Figure 45: Viewshaft (right-hand side) from Viewpoint 2

SECTION 6

Dwelling 15 will be visible above the intersection of the end wall and roofline. Uphill dwellings 12—14 will be screening from Viewpoint 2 by Dwelling 15.

Figure 46: Cross-section 6

7.2.5. Viewpoint 3

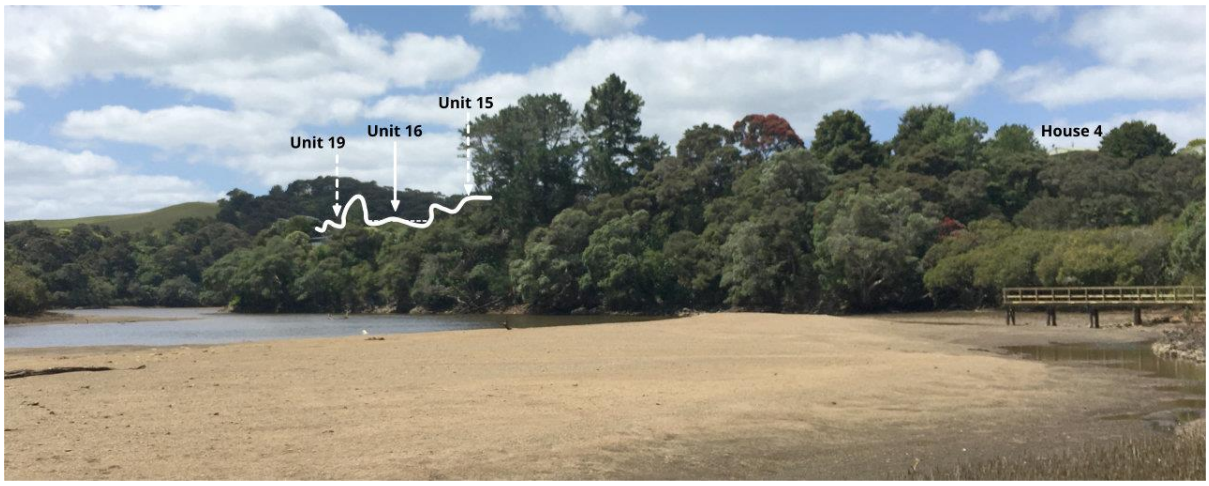


Figure 47: Viewshaft from 40m further east (a wider angle) of Viewpoint 3

SECTION 7

The southwest corner of Dwelling 16 will be visible from just below the wall/roofline junction.

Figure 48: Cross-section 7

9. APPENDIX A: SCHEME DESIGN PLANSET

10. APPENDIX B: RSP PLANSET

Outlook

Consultation Request for Proposed Development at Yorke Road, Haruru

From Nick Williamson <nick@fluid-industries.co.nz>
Date Thu 2023-09-14 1:09 PM
To tania.pene@ngapuhi.org <tania.pene@ngapuhi.org>

2 attachments (280 KB)
SK-13-Natural Vegetation.pdf; SK-11-Sketch Concept Opt 4.pdf;

Kia ora Tania

I hope this email finds you well.

I am representing Kyron Gosse and Beryl Oldham in relation to a proposed subdivision development at Yorke Road, Haruru. We are aware of the importance of consulting with Ngāpuhi, as mana whenua, for projects taking place in this area. We also understand that land and waterways in this region have significant cultural, historical, and spiritual importance to iwi.

Our proposal is for a 22 Lot residential subdivision, but it also involves an ecological and cultural initiative aimed at preserving and enhancing the local environment. I have attached a draft concept plan and vegetation plan for your information. Among the elements being considered are:

- Preservation of significant Pohutukawa trees, acknowledging their spiritual significance.
- Creation of a self-cleaning silt filtration pond for environmental conservation.
- Development of a boardwalk and kayak launch area, focusing on non-motorized water activities.
- Possible construction of a weir using gabion baskets or timber parallel retaining walls for water filtration.

We would like to respectfully invite Ngāpuhi to engage in consultation with us about this development project. We are committed to listening to your views and incorporating iwi perspectives into our planning and decision-making processes.

The project already incorporates some measures suggested by the late Emma Gibbs Smith, and we would greatly value the opportunity to discuss these and other aspects of the project with you.

Would you be available for a hui to discuss this proposal in more detail? We are flexible on the timing and location and are more than willing to come to a location that is convenient for you.

Please let us know how you would like to proceed and thank you for considering this request. We look forward to the possibility of working collaboratively with you to ensure that this development respects both cultural values and environmental sustainability.

Ngā mihi

Nick Williamson
Principal Consultant
Fluid Industries Limited | 027 555 5454 | fluid-industries.co.nz

exist boatsheds

Lot 21
447 sq m

Lot 20
405 sq m

Lot 19
380 sq m

Lot 16
357 sq m

Lot 17
306 sq m

Lot 18
355 sq m

Lot 22
4721 sq m

Lot 15
300 sq m

Lot 14
304 sq m

Lot 13
325 sq m

Lot 12
345 sq m

Lot 9
335 sq m

Lot 10
347 sq m

Lot 11
338 sq m

Lot 8
330 sq m

Lot 7
322 sq m

Lot 6
321 sq m

Lot 5
404 sq m

Lot 4
369 sq m

Lot 3
402 sq m

exist boatshed

Lot 2
437 sq m

Lot 1
539 sq m

Yorke Rd

KEY

- Property Boundary
- River
- Lot Boundaries
- Natural vegetation protection and enhancement
- Road
- Escarpment - Top Edge
- Pedestrian Routes/Footpaths

0 10 20 30 40 50 60 70 m

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Disclaimer:
This plan has been prepared on behalf of and for the client. Common Ground Studio accepts no liability or responsibility in respect upon this plan by any third party.

client: Yorke Road Developments Limited

rev	date	details	by
A	7/08/2023	Scheme 4 - escarpment edge setback alt	

scale 1:500 size A3
Do not scale drawings. Verify all dimensions on site.

drawn tk checked By

pr date 24/08/2023

file BASE Yorke 2.vwx

project Yorke Road

name **Natural Vegetation**

project # 22015-1

SK-13

Set Page

exist boatsheds

Lot 21
447 sq m

Lot 20
405 sq m

Lot 19
380 sq m

Greenway

Lot 22
4721 sq m

Lot 16
357 sq m

Lot 17
306 sq m

Lot 18
355 sq m

Lot 15
300 sq m

Lot 14
304 sq m

Lot 13
325 sq m

Lot 12
345 sq m

Greenway

Lot 9
335 sq m

Lot 10
347 sq m

Lot 11
338 sq m

Lot 8
330 sq m

Lot 7
322 sq m

Lot 6
321 sq m

Lot 5
404 sq m

Lot 4
369 sq m

Lot 3
402 sq m

Lot 2
437 sq m

Lot 1
539 sq m

exist boatshed

Yorke Rd

KEY

- Property Boundary
- River
- Lot Boundaries
- Open-space Reserve
- Roading (vehicle) Reserve
- Escarpment - Top Edge
- Pedestrian Routes/Footpaths
- Lot Frontage
- Visitor Parking

0 10 20 30 40 50 60 70 m

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client: Yorke Road Developments Limited

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rev	date	details	by
A	7/08/2023	Scheme 4 - escarpment edge setback alt	

scale 1:500 size A3
Do not scale drawings. Verify all dimensions on site.

drawn tk checked By

pr date 24/08/2023

file BASE Yorke 2.vwx

project Yorke Road

name Sketch Concept Opt 4

project # 22015-1

SK-11

Set Page