

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)
- Other (please specify) _____
- Discharge
- Change of Consent Notice (s.221(3))
- Extension of time (s.125)

* *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?

Who else have you consulted with?

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:

Gemscott Kaikohe Limited C/O Jasem Saleh

Email:

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:

CKL NZ Limited C/O Zita Talaic-Burgess

Email:

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:

Te Runanga A Iwi O Ngapuhi Trust Board

**Property Address/
Location:**

12-16 Mangakahia Road

Kaikohe

Postcode

0405

8. Application Site Details

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

Name/s:

**Site Address/
Location:**

Postcode

Legal Description:

Val Number:

Certificate of title:

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.

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
- Regional Council Consent (ref # if known)
- National Environmental Standard consent
- Other (please specify)

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)

Gemscott Kalkohe Limited C/O Jasem Saleh

Email:

Phone number:

Postal address:

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

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)

Jasem Saleh

Signature:

(signature of bill payer)

Date 23-Sep-2024

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)

Jasem Saleh

Signature:

[Redacted Signature]

Date 23-Sep-2024

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.



Planning | Surveying | Engineering | Environmental

RESOURCE CONSENT APPLICATION

Land Use Consent for the Construction of a 13-Unit
Residential Development, Associated Civil
Construction Works, Requiring Authority Approval
and Fee-Simple Subdivision

Gemscott Kaikohe Limited

12-16 Mangakahia Road, Kaikohe

APPLICATION PRÉCIS

APPLICANT	Gemscott Kaikohe Limited
SITE LOCATION	12-16 Mangakahia Road, Kaikohe 0405
LEGAL DESCRIPTION	12 Mangakahia Road: Lot 1 DP 313428 (53012) 678m ² 14 Mangakahia Road: Lot 2 DP 313428 (53013) 1,947m ² 16 Mangakahia Road: Kohewhata 44B 10 Block (NA903/167) 1313m ² Total Combined Area: 3,938m ²
LAND OWNER(S)	Te Runanga A Iwi O Ngapuhi Trust Board
LOCAL AUTHORITY	Far North District Council
FAR NORTH DISTRICT PLAN ZONE (OPERATIVE)	<u>Zone:</u> Residential Zone <u>Overlays:</u> N/A
PROPOSED FAR NORTH DISTRICT PLAN	<u>Zone:</u> Mixed Use <u>Overlays:</u> N/A
ROAD HIERARCHY	Mangakahia Road – State Highway 15
PROPOSAL	Land Use Consent for the Construction of a 13-Unit Residential Development, Associated Civil Construction Works, Requiring Authority Approval and Fee-Simple Subdivision
ACTIVITY CATEGORY	Non-Complying Activity

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AUTHORISED BY	Sarah Robson		
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1. INTRODUCTION

The following application for resource consent is made pursuant to Section 88 of the Resource Management Act 1991 (the Act). The following report and supporting information present an Assessment of Environmental Effects (AEE) as required by the Act.

The site subject to this application is located at 12-16 Mangakahia Road, Kaikohe. Under the Far North District Plan (hereafter referred to as the FNDP), the site is zoned Residential Zone. The site does not contain any District Plan Overlays, Sites of Significance to Māori or areas of historic heritage.

This application seeks land use and subdivision consent for a new residential development consisting of 13 residential dwellings, and associated civil construction works, and subsequent fee simple subdivision. A requiring authority approval is also sought to provide access from State Highway 15 to the site.

Resource consent for a **Non-Complying Activity** is required for the following reasons:

Chapter 7 – Urban Environment: Section 6 – Residential Zone

The proposal is a Non-Complying Activity due to non-compliance with the relevant standards under Part Three: Chapter 13 – Subdivision and as such not meeting Rule 7.6.5.4(c) Discretionary Activities. With regards to the Residential Zone, the following standards are not complied with:

- The proposal does not comply with the following permitted activity standards:
 - 7.6.5.1.2 – Residential Intensity
 - 7.6.5.1.5 – Sunlight
 - 7.6.5.1.6 – Stormwater Management
- The proposal does not comply with the following restricted discretionary activity standards:
 - 7.6.5.3.4 – Sunlight

Chapter 12 – Natural And Physical Resources: Section 12.3 – Soils and Minerals

The proposal is a Non-Complying Activity due to non-compliance with the relevant standards under Part Three: Chapter 13 – Subdivision and as such not meeting Rule 12.3.6.3(d) Discretionary Activities. With regards to the Soils and Mineral section, the following standards are not complied with:

- The proposal does not comply with the following permitted activity standards:
 - 12.3.6.1.3 – Excavation and/or filling, excluding mining and quarrying, in the Residential, Industrial, Horticultural Processing, Coastal Residential and Russell Township zones

Chapter 15 – Transportation: Section 15.1 – Traffic, Parking and Access

The proposal is a Non-Complying Activity due to non-compliance with the relevant standards under Part Three: Chapter 13 – Subdivision and as such not meeting Rule 15.1.6A.5(d) Discretionary Activities. With regards to the Traffic, Parking and Access section, the following standards are not complied with:

- The proposal does not comply with the following Rules under the Traffic section:
 - 15.1.6A.5.1 – The proposal is a Discretionary activity as the Traffic Impact Assessment has assessed the Traffic Intensity Factor of 130.
- The proposal does not comply with the following Rules under the Parking section:

- 15.1.6B.1.1 – On-site Car Parking Spaces as there will be a four-space car parking shortfall.
- The proposal does not comply with the following Rules under the Access section:
 - 15.1.6C.1.1 – Private Accessways in All Zones as the accessway will service more than 8 Household Equivalents and will not meet the public road standards (9m formation and 16m legal width) and access will be to a State Highway.
 - 15.1.6C.1.10 – Service Lanes, Cycles and Pedestrian Accessways – the proposed footpath will not meet the required 1.5m width with 1.2m wide footpath being proposed.

Chapter 13- Subdivision

The proposal is a Non-Complying Activity under Rule 13.11(a) due to non-compliance with the relevant standards under Part Three: Chapter 13 – Subdivision as the following standards are not met:

- The proposal does not comply with the following controlled activity standards:
 - 13.7.2.2 – Allotment Dimensions
- The proposal does not comply with the following discretionary activity standards:
 - 13.9.1 – Minimum Net Area for Vacant New Lots and New Lots Which Already Accommodate Structures – The proposal cannot meet the minimum net area of 300m² for new sewered lots.

It is considered that any actual or potential effects on the environment that may result from granting consent to the proposed residential development and subdivision will be less than minor. It is submitted that no person has the potential to be adversely affected by the proposal in a minor or more than minor manner (i.e. effects less than minor) and that the application will not be contrary to the objectives and policies of the FNDC. As such, we request that this application be processed on a non-notified basis and granted with appropriate conditions.

2. BACKGROUND

Several pre-application meetings for the subject proposal have been held with FNDC throughout July and August in 2024. These meetings were designed to lodge the application with a “no surprises” approach and to attempt to address any matters raised before the application was lodged. The meeting minutes are included in Appendix 11.

3. EXISTING SITE DESCRIPTION & SURROUNDS

3.1 Legal Description

The subject sites are identified as 12 Mangakahia Road, 14 Mangakahia Road and 16 Mangakahia Road and are legally described as Lot 1 and Lot 2 DP 313428 (53012 & 53013) and Kohewhata 44B 10 Block (NA903/167) respectively and have a total combined area of 3,938m². They are all freehold lots.

There are no interests or restrictions on the Record of Titles. A copy of the Record of Titles is enclosed as Appendix 1.

3.2 Site Location & Surrounding Neighbourhood

The site is located on the north-eastern side of Mangakahia Road, also known as State Highway 15. The site is situated circa 150 metres to the south of the intersection with the main street of Kaikohe, being Broadway, which is also known as State Highway 12. The site is separated from Commercial-zoned land to the north by two residential properties.

The site presently has two vehicle crossings, one serving a single-width driveway to a two-level dwelling at 12 Mangakahia Road and the other a double-width crossing servicing a single level building and open-air car park for Te Runanga a iwi o Ngapuhi, which is an organisation that *“develops strategic partnerships, provide funding support and deliver important programmes and initiatives to enhance the well-being and cultural advancement of Ngapuhi whanui throughout Taitokerau.”*

The surrounding area is predominantly residentially-zoned, with the exception of the strip of commercially-zoned land around the main road through Kaikohe and extending into the surrounding streets. Additionally, the adjacent site to the south at 18-20 Mangakahia Road operates as a Seventh Day Adventist Church. All other adjacent sites currently operate as residential activities. Refer to Figure 1 below for the zoning map of the site and surrounding area.

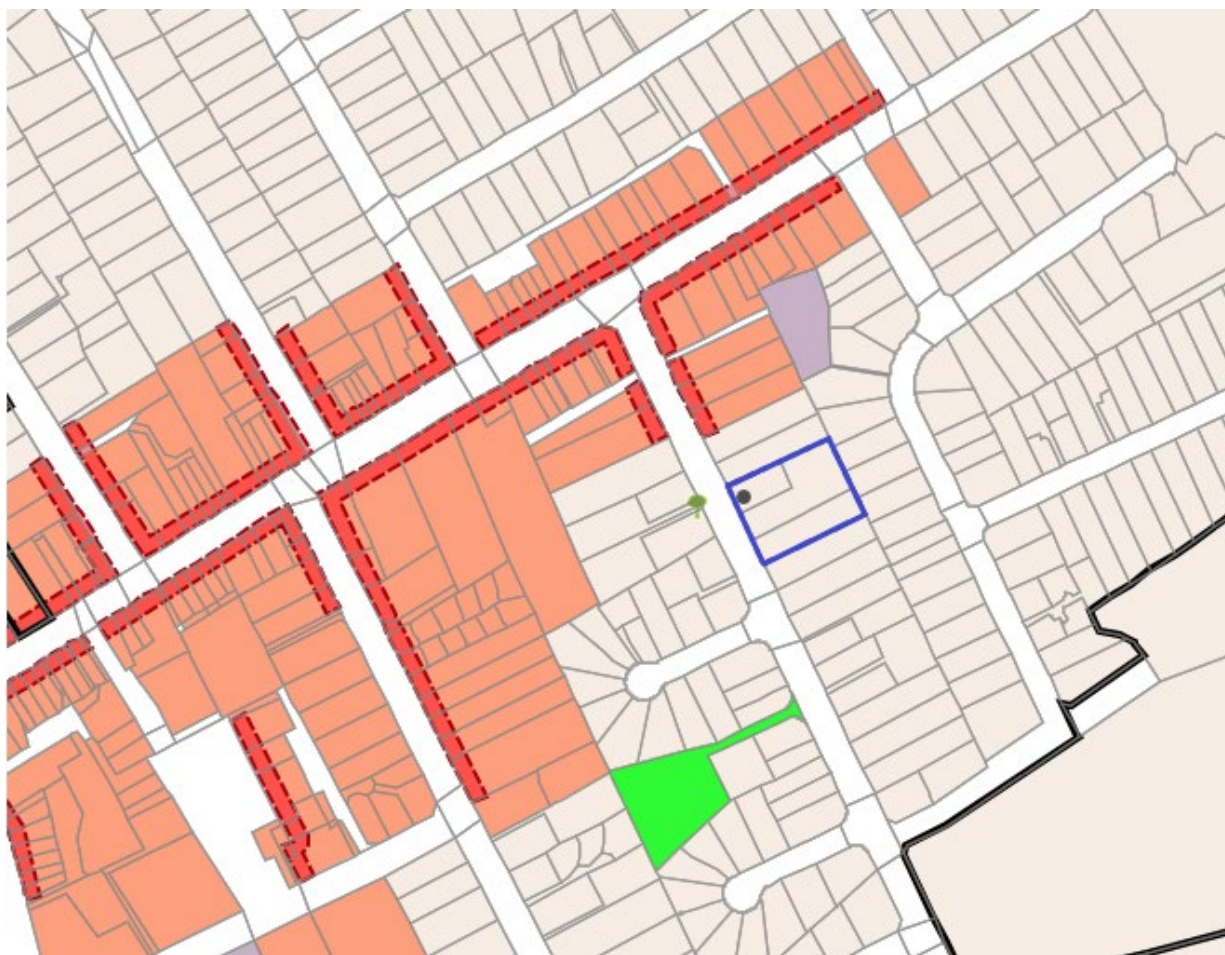


Figure 1: Zoning of the site (outlined in blue) and surrounding area with peach colour being Commercial Zone (Far North District Council GIS, 2024)

There are various schools and facilities in close proximity to the site, including Kowhai Corner Childcare Centre, Te Kohanga Reo o Kaikohe, Kaikohe East School, Northland College (and swimming pool), and a local sports park with playing fields including hockey facilities, soccer/rugby facilities and netball

facilities. There is a service station and various takeaways along Broadway, along with other services such as dairies, pharmacies, gyms, a doctor's clinic and auto shops. Please refer to Figure 2 below for a wider annotated aerial photograph of the site and surrounding area.

Overall, the location of the site provides ease of access to services and facilities, therefore it is reasonable to consider that the subject site is well suited for intensification.



Figure 2: Annotated aerial image showing the location of the site and surrounding environment (A Studio Architects, 2024)

3.3 Existing Development and Topography

The site currently contains two buildings, one being a two-level dwelling at 12 Mangakahia Road and the other a long rectangular single-level building utilised by Ngapuhi. The front half of the central lot (14 Mangakahia Road) and the northern portion of this site (behind 12 Mangakahia Road) consists of a metalled car parking pad. The remainder of the site is covered in grass or vegetation, with one Kauri tree situated along the site frontage, which is proposed to be retained as part of the development. It is noted that no trees or vegetation on the site are protected by the District Plan.

The topography of the site is generally flat with an approximate change in grade of 1.5 metres across the site (73 metres). Please refer to Appendix 2 for the topographic plan. FNDC natural hazard maps do not identify any flooding hazards within the site, however consideration has been given to the downstream flooding. Please refer to Figure 3 over-page for an aerial photo of the site.



Figure 3: Aerial photograph of the subject site (FNDC GIS Map, 2024)

3.4 Access and Services

Access

The site presently has two existing vehicle crossings which serve the existing properties and provide direct access to Mangakahia Road. Mangakahia Road is also known as State Highway 15. There is the ability to park on the street to the north of the site, however, there are yellow dashed no-stopping-at-all-times lines present on both sides of the road immediately adjacent to the site and up to the adjacent Church, before parking is enabled beyond the intersection with Guerin Street to the south.

Stormwater

There existing buildings do not have any stormwater connections nor drainage provisions and it is believed that the stormwater appears to sheet flow towards the neighbouring properties along the eastern boundary and enter the piped network via the existing catchpits further down Purdy Street.

There is no public stormwater infrastructure within the immediate vicinity of the site, with the closest line being a 300mm diameter public line located to the north of the site which runs through the property at 6 Mangakahia Road. Please refer to Figure 4 over-page.



Figure 4: Location of the nearest public stormwater network (FNDC GIS Map, 2024)

Wastewater

The existing public wastewater network is located along the rear portion of the site in a north to south direction and is stated to be a 150mm line. The wastewater line continues down past the neighbouring properties and then connects to a pump station further downstream. Please refer to Figure 5 below.



Figure 5: Location of the public wastewater network (FNDC GIS Map, 2024)

Telecommunications, Electricity and Water Supply

There are power and telecommunication services within the road reserve of Mangakahia Road.

There is an existing watermain located in front of the site within the road carriageway of Mangakahia Road and a fire hydrant located within the road carriageway just to the north of the site.

Please refer to the Infrastructure Report within Appendix 5 for further information.

3.5 Site Hazards

Site Stability

The site is relatively flat in topography. The Geotechnical Investigation Report prepared Soil & Rock Consultants Ltd and attached in Appendix 6, notes that global stability risks as a result of the proposed development are negligible. This Geotechnical Report notes that the site sits within the Bay of Islands Volcanic Field and the Scala Penetrometer testing carried out on the site appears to have encountered basalt at depths ranging between 2.9 metres and 6 metres. This basalt could comprise dense gravels, cobbles, boulders or ‘intact’ basalt lava flows/rock.

Contamination

There is no evidence of the site having historic HAIL activities occurring on the subject site. A check of the FNDC HAIL activity register also does not show any history of previous land uses which may have contaminated the site. As such, a contamination assessment is not required.

Flooding and Overland Flow Paths

The site is not subject to any flood hazards as identified on FNDC GIS. Please refer to Figure 6 below. Further details of the existing site conditions are provided in the Stormwater Management Plan within Appendix 8.



Figure 6: Overland Flow Paths and Flood Plains (FNDC GIS Map, 2024)

Heritage Items/Sites of Value to Mana Whenua

FNDC does not indicate that the site is subject to any heritage or identified sites of value of Mana Whenua. However, we acknowledge that the site is owned by Ngapuhi entities and as such mana whenua are aware of the proposal. We are presently awaiting a letter from mana whenua and will send to Council once received.

4. PROPOSAL

4.1 Proposed Demolition, Vegetation Clearance and Earthworks

It is proposed to redevelop the site to make better use of valuable land in close proximity to the main street of Kaikohe. The existing buildings on site are proposed to be demolished. Building demolition is a permitted activity.

Some vegetation clearance will be required as part of this residential development proposal. However, the developer proposes to retain the kauri tree situated along the front boundary of the site and incorporate it into the proposed landscaping plan. The site is not subject to any significant or notable vegetation, and tree removal is a permitted activity. As such, no resource consent is required for this work.

Earthworks are proposed to establish building platforms for the dwellings, establish the parking and driveway areas, and for the installation of services for the proposed residential development.

Erosion and sediment control devices will be installed on the site to prevent sediment-laden water from being discharged into the receiving environment. It is considered that these erosion and sediment control measures will comprehensively allow for earthworks to be undertaken on the site in a manner which has no adverse effects on the subject site, or those in the surrounding area.

Land disturbance has been restricted to the minimum level possible to facilitate the development. Overall, the extent of the proposed earthworks will be consistent with the scale of the development. The proposed earthworks are as follows:

- Cut Volume: 49m³
- Fill Volume: 293m³
- Balance Volume: 244m³ (fill)
- Total Volume: 342m³
- Earthworks Area: 3,940m²

Earthworks plans have been prepared and are contained within the Infrastructure Report and Engineering Drawings attached in Appendix 5. No regional earthworks consent is required from the Northland Regional Council as the volumes and areas are within the permitted activity standards.

4.2 Residential Development

It is proposed to establish 13, single-level, transportable residential dwellings on the subject site, as shown in Figure 7 over-page. The proposed residential density across the entire site prior to subdivision will be one dwelling per 303m². Once subdivided, the lots will be smaller due to the car parking spaces

and communal facilities being located within the JOAL and/or encompassed in their own lot (the car parking spaces).



Figure 7: Proposed Site Layout (A Studio Architects, 2024)

There are 9 three-bedroom dwellings and 4 two-bedroom accessible dwellings proposed with the gross floor area of the dwellings varying between 75.44m² and 107.78m² depending on the number of bedrooms and dwelling type. Further details are provided in the Architectural Drawings within Appendix 3. All dwellings will have a minimum 25m² outdoor living area adjacent to the living rooms and orientated either to the north or to the east to take advantage of good solar orientation and consist of timber decking, grass and gardens.

Building materials will consist of metal roofing, vertical and horizontal weatherboard cladding, and aluminium window joinery with a variety of colour palettes. Further details are provided in the Architectural Drawings and Landscape Plans in Appendix 3 and 4 respectively.

Please see Figure 8 below for a street perspective of the proposed development.



Figure 8: Street perspective of proposed development (A Studio Architects, 2024)

4.3 Transport, Access and Parking

The proposal includes the removal of the two existing crossings and replacement with one new, 5.5-metre-wide vehicle crossing located centrally on the site, which will provide vehicle access for all units on the site. 1.2 metre-wide pedestrian footpaths will be located adjacent to the accessway on both sides. This vehicle crossing will lead to a Jointly-Owned Access Lot (JOAL) which will provide both vehicle and pedestrian/bicycle access to all dwellings. A total of 22 car parking spaces are proposed, with two spaces allocated for each three-bedroom dwelling and one for each two-bedroom dwelling. These carparking spaces will be subdivided as per the description in Section 4.5 below.

All vehicles will be able to manoeuvre to enable cars to exit the site in a forwards direction and a turning bay has also been provided to ensure delivery and emergency vehicles can sufficiently manoeuvre within the site.

Further information regarding the proposal can be found in the Transportation Assessment within Appendix 7.

4.4 Proposed Servicing and Waste Management

Please refer to the Infrastructure Report and Engineering Drawings attached as Appendix 5. The proposed development will be sufficiently serviced as discussed below.

Wastewater

FNDC have confirmed that the existing 150mm diameter public wastewater pipe has capacity for the proposed development. As such, the proposal will connect into this line. However, the line will need to be realigned through the site to avoid buildovers and some private wastewater lines will be added to provide internal reticulation within the site.

Please refer to the Infrastructure Report and the Civil Engineering Drawings attached in Appendix 5 for further details.

Stormwater

To support the new development, it is proposed to extend the stormwater network along Purdy Street and through the property at 9 Purdy Street. We propose to install a new public manhole onto the existing stormwater line which will serve as the connection point for the above-mentioned piped network.

Given the limited amount of stormwater infrastructure available in the vicinity of the site, this approach is deemed the only practical solution available to manage and convey stormwater flows within the site. Our client has gained neighbour's approval from the property owner of 9 Purdy Street to extend the public network between the property boundary and the existing dwelling, with an easement in gross proposed to protect this new stormwater pipe. Please see Appendix 13 for the written approval.

Internally, the development will include a combination of standard and permeable paving for hardstand areas. Surface runoff will be managed as follows:

- **Impervious Surfaces:** The main trafficable JOAL and all footpaths will be constructed as impervious surfaces. Runoff from these areas will be captured via private catchpits connected to the internal piped network.
- **Permeable Surfaces:** All car parks will feature permeable surfaces to manage surface runoff.

It is acknowledged that downstream flooding has been identified within the catchment. As such, stormwater will be appropriately attenuated for the 2-year and 5-year ARI event to 80% of their respective pre-development flow rates. Given site constraints attenuating the 100-year ARI event is impractical. FNDC have agreed to these parameters. To limit peak flows, the following stormwater detention will be utilised:

- Above-Ground Attenuation Tanks: Each lot will have tanks to capture all roof runoff, allowing for general reuse by residents.
- Below-Ground Attenuation Tanks: Located within the JOAL area to manage additional runoff from paved surfaces.

In addition, it has been assessed that the 100-year flow will result in roughly a 2mm increase in sheet flow to numbers 5, 7 and 9 Purdy Street and there will be no increase downstream with Purdy Street.

Enviropods are proposed to be installed within the proposed catchpits to ensure sufficient treatment of stormwater is undertaken before it enters the public piped network.

Please refer to the Infrastructure Report and Engineering Drawings attached as Appendix 5 and the Stormwater Management Plan within Appendix 8 for further details.

Water Supply

It is proposed to connect to the existing 150 AC public watermain within the road reserve of Mangakahia Road. As such, no public reticulation is necessary apart from the connection to the proposed water meters and water meter banks.

Water demand calculations have been undertaken and the increase is deemed to be negligible and as such, it is assumed that capacity exists in the public watermain in Mangakahia Road. Further details will be provided at the future building consent and EPA approvals.

There is an existing fire hydrant located at the corner of the property at 10 Mangakahia Road, which is located within the 135m distance from the furthest unit of the proposed development. As such, this satisfies the requirements of SNZ PAS 4508:2008 FW2 classification.

Telecommunications and Electricity Supply

It is proposed that power and telecommunication services will be extended from the services within the road reserve to the development via a common service trench within the accessway of the development.

We have confirmed with the Electricity provider, Top Energy, and they have confirmed that they require an easement in gross. Please refer to Appendix 14 for this correspondence.

Waste Management

Each unit will have a dedicated space within their respective side yard for storage of rubbish and recycling bins or bags. We will be utilising roadside collection with no trucks to enter the site for the purposes of refuse collection.

4.5 Subdivision

This application seeks to undertake a subdivision around an approved land use consent for residential development. It is proposed that the site be subdivided into 13 fee simple lots, as outlined below:

- Lots 1-13 will be residential lots, with an area between 192m² and 298m², which will contain Units 1-13 (as specified in the Architectural Plans provided in Appendix 3);
- The additional 15 fee simple lots (Lots 14-28) will contain vehicle parking spaces which are to be amalgamated with the respective residential lot. The allocation of parking spaces is detailed on DWG 1504 of the scheme plan in Appendix 2. Each of these lots will be either 12m² in area;
- Lot 100 is to be a JOAL, held in 1/13th shares by the owners of Lots 1-13. The vehicle and pedestrian accessway will be contained within the JOAL; and
- Lot 101 is to be JOAL, held in 1/2 shares by the owners of Lots 6 and 7. This Lot provides for shared pedestrian access to the units.

There will also be various easements provided for Right of Way, Right to Convey Electricity, Telecommunications and Water, Right to Drain Water and Sewage. There will also be easements in gross to Far North District Council and Top Energy to provide for the right to drain sewage, right to drain water and the right to convey electricity., including an easement to drain water over the adjacent property at 9 Purdy Street where the stormwater connection is to be added. Please refer to the DWG 1504 of the scheme plan within Appendix 2 for further information on these easements.

It is intended that the land use consent will be given effect to prior to the subdivision, and we offer a condition as below to ensure that the subdivision can be undertaken after the dwellings have been constructed:

“Subdivision in accordance with an approved land use consent

The residential dwellings contained within Lot 1 and Lot 2 DP 313428 (53012 & 53013) and Kohewhata 44B 10 Block (NA903/167) shall be constructed and completed to roof framing stage in accordance with the specific design of the residential dwellings for the lots as consented by ____ (Insert Consent Number here).

If the Section 224(c) certificate under the RMA is applied for prior to the completion of the roof framing stage of the dwellings on Lot 1 and Lot 2 DP 313428 (53012 & 53013) and Kohewhata 44B 10 Block (NA903/167) then the Consent Holder shall have cause to have registered against the Record of Title for Lot 1 and Lot 2 DP 313428 (53012 & 53013) and Kohewhata 44B 10 Block (NA903/167) a Consent Notice pursuant to Section 221 of the RMA, recording the following condition, which shall be complied with on a continuing basis:

Lot 1 and Lot 2 DP 313428 (53012 & 53013) and Kohewhata 44B 10 Block (NA903/167) have been created based on development approved in ____ (Insert Consent Number here) or as varied by any subsequent resource consent applications”

However, if dwellings are not built to roof framing stage, we also offer a condition requiring a consent notice be applied to each lot to ensure the dwellings built on the lots are built in accordance with the approved land use consent to which the subdivision has been approved around.

4.6 Landscaping and Amenity

A Landscape Plan has been prepared for the proposed development and is attached in Appendix 4. The landscaping plan has been specifically prepared, to not only provide for a high level of amenity for those who will occupy the site, but likewise for those who are viewing the site from the public realm and the

surrounding properties. All planting across the private lots and the communal spaces is designed to be low maintenance, however, still ensure a high-level of amenity within the gardens and spaces for all to enjoy.

The proposal will retain an established kauri tree situated along the road frontage and proposes another kauri adjacent to the existing one. Feature Pou and basalt rocks are also proposed to be situated along the road frontage of the site to connect to the geological and Maori history of the area. Other specimen trees proposed include titoki, Pohutukawa, rewarewa and north island kowhai. Citrus trees, hedging and ground cover planting are also proposed.

The Landscape Plan also specifies a Fencing Strategy, including specifications regarding materials and fence height. The intention is to balance a sense of privacy for residents and neighbouring properties, whilst also ensuring a clear definition between the public and private realm.

A separate lighting plan has also been prepared and is included within Appendix 9. This plan proposes 17 bollard-style lights to provide local level lighting to assist in maintaining a safe night-time environment whilst not generating adverse effects upon the night-sky and adjacent properties.

4.7 Mana Whenua

It is recognised that Mana Whenua has close connections with the surrounding area. As such, the applicant is working with mana whenua in terms of design and landscaping of the development. As noted in the above landscaping section, Pou and other design elements are proposed to provide connection to Maori heritage.

It is noted that during earthworks, in the event that previously unrecorded cultural heritage items are unearthed, accidental discovery protocols will be followed.

Mana Whenua consultation will be provided once received shortly.

4.8 Pre-Application Meeting

Several pre-application meeting discussions have been held between 9 July 2024 and 13 August 2024. A summary of the points raised is provided below with various email communication as well. The Pre-Application meeting notes and emails can be viewed in Appendix 11.

5. REASON FOR RESOURCE CONSENT

5.1 Far North District Plan 2009 – Operative (FNDP)

A detailed assessment against the rules of the FNDP has been undertaken and can be found in Appendix 12. In summary resource consent is required for the following:

Land Use Consent (s9)

Chapter 7 – Urban Environment: Section 6 – Residential Zone

The proposal is a Non-Complying Activity due to non-compliance with the relevant standards under Part Three: Chapter 13 – Subdivision and as such not meeting Rule 7.6.5.4(c) Discretionary Activities. With regards to the Residential Zone, the following standards are not complied with:

- The proposal does not comply with the following permitted activity standards:

- 7.6.5.1.2 – Residential Intensity
- 7.6.5.1.5 – Sunlight
- 7.6.5.1.6 – Stormwater Management
- The proposal does not comply with the following restricted discretionary activity standards:
 - 7.6.5.3.4 – Sunlight

Chapter 12 – Natural And Physical Resources: Section 12.3 – Soils and Minerals

The proposal is a Non-Complying Activity due to non-compliance with the relevant standards under Part Three: Chapter 13 – Subdivision and as such not meeting Rule 12.3.6.3(d) Discretionary Activities. With regards to the Soils and Mineral section, the following standards are not complied with:

- The proposal does not comply with the following permitted activity standards:
 - 12.3.6.1.3 – Excavation and/or filling, excluding mining and quarrying, in the Residential, Industrial, Horticultural Processing, Coastal Residential and Russell Township zones

Chapter 15 – Transportation: Section 15.1 – Traffic, Parking and Access

The proposal is a Non-Complying Activity due to non-compliance with the relevant standards under Part Three: Chapter 13 – Subdivision and as such not meeting Rule 15.1.6A.5(d) Discretionary Activities. With regards to the Traffic, Parking and Access section, the following standards are not complied with:

- The proposal does not comply with the following Rules under the Traffic section:
 - 15.1.6A.5.1 – The proposal is a Discretionary activity as the Traffic Impact Assessment has assessed the Traffic Intensity Factor of 130.
- The proposal does not comply with the following Rules under the Parking section:
 - 15.1.6B.1.1 – On-site Car Parking Spaces as there will be a four-space car parking shortfall.
- The proposal does not comply with the following Rules under the Access section:
 - 15.1.6C.1.1 – Private Accessways in All Zones as the accessway will service more than 8 Household Equivalents and will not meet the public road standards (9m formation and 16m legal width) and access will be to a State Highway.
 - 15.1.6C.1.10 – Service Lanes, Cycles and Pedestrian Accessways – the proposed footpath will not meet the required 1.5m width with 1.2m wide footpath being proposed.

Subdivision (s11)

Chapter 13- Subdivision

The proposal is a Non-Complying Activity under Rule 13.11(a) due to non-compliance with the relevant standards under Part Three: Chapter 13 – Subdivision as the following standards are not met:

- The proposal does not comply with the following controlled activity standards:
 - 13.7.2.2 – Allotment Dimensions
- The proposal does not comply with the following discretionary activity standards:

- 13.9.1 – Minimum Net Area for Vacant New Lots and New Lots Which Already Accommodate Structures – The proposal cannot meet the minimum net area of 300m² for new sewered lots.

Overall, the application is to be assessed as a **Non-Complying Activity** under the District Plan, being the most onerous activity status.

5.2 Permitted Activities

Schedule 4, Part 3(a) of the Resource Management Act 1991 states: “if any permitted activity is part of the proposal to which the application relates, a description of the permitted activity that demonstrates that it complies with the requirements, conditions, and permissions for the permitted activity (so that a resource consent is not required for that activity under section 87A(1))”.

The following are those activities which form part of the proposal, considered to be permitted activities:

- The demolition of buildings;
- The removal of vegetation from the site;
- Site enabling works including excavation and filling up to 200m³; and
- Noise and vibration.

6. ASSESSMENT OF ENVIRONMENTAL EFFECTS

In accordance with Section 88(2)(b) and the Fourth Schedule of the Act, an assessment of effects has been provided below which outlines the actual and potential adverse effects of the proposal, and incorporates the positive effects generated from the proposal. In making this assessment the following matters have been addressed:

- The relevant standards and terms of the FNDC;
- The matters contained in the Fourth Schedule of the Act;
- The purpose and principles of the Act; and
- Any other relevant matters.

The proposal is to develop the site to construct 13 residential dwellings in the Residential Zone of the FNDC and undertake a fee-simple subdivision. The proposal generally complies with the applicable standards under the FNDC. The reasons for consent are identified in section 5 of the report, which determined the proposal is a **Non-Complying Activity** due to the subdivision standards and the proposed lots not meeting the minimum net area requirements. The sections below provide an assessment of the actual and potential effects anticipated by the proposal.

6.1 Effects That Must Be Disregarded

The following persons/entities have provided written approval to the proposal and as such, any effects on these persons/entities must be disregarded:

Address	Legal Description	Owner
9 Purdy Street	LOT 10 DP 38220 (NA93C/673)	Graeme Martin Puckey

18-20 Mangakahia Road*	Kohewhata 44B 11 Block (NA903/168)	Seventh-Day Adventist Church Property Trustee (NZ) Limited
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* NOTE: Written approval is currently being sought from this party and will be forwarded once received.

Please refer to Appendix 13 for a copy of the Affected Party Approvals.

6.2 Permitted Baseline

The permitted baseline refers to the effects of permitted activities on the subject site. The permitted baseline may be taken into account and the council has the discretion to disregard those effects where an activity is not fanciful.

In regard to subdivision, there is no relevant permitted baseline as all subdivision activities require resource consent under the FNDP.

Within the Residential Zone, it is permitted to construct up to six dwellings without the need for resource consent, provided there is no infringement of the permitted standards. Or 13 dwellings as a Controlled activity.

It is useful to consider the effects of those land use activities relevant to the proposal which would otherwise be permitted. In this case, building height, building setbacks and building coverage are permitted and therefore can be disregarded from this assessment. Construction within the noise limits of the plan is also permitted and should, therefore, be disregarded from the assessment.

The potential permitted baseline outlined above has been considered throughout the assessment in the sections below by referring to the permitted baseline when necessary.

6.3 Receiving Environment

The receiving environment includes the existing and established residential development as discussed in Section 2 of this report.

The reasonably foreseeable environment within the Residential Zone contemplates medium density residential development to provide for a range of housing needs while retaining a suburban built character and enabling a variety of densities and types to provide for affordable, diverse and multi-generational living.

To date, Kaikohe has not undergone significant residential intensification. However, a recent subdivision has occurred along Raihara Street, which is parallel to Mangakahia Road. This subdivision created 12 dwellings on lots of a similar size to that proposed and which are accessed off a private street named Cottage Court. The proposed development reflects the level of intensity created through this recent development more so than the character of the historic developments.

6.4 Assessment of Environmental Effects and s95D Assessment

The proposal generally complies with the applicable standards under the FNDP. The specific non-compliances are assessed below.

Character and Visual Amenity

The proposed development has been designed to maintain a character and amenity commensurate with the surrounding residential environment, with a streetscape density in line with the existing street, accommodating two single-level dwellings which matches the existing situation. The two dwellings fronting the street will also have direct access from the street to the front doors and significant glazing overlooking the street. This is well represented within sheet RC-040 of the Architectural Plans and the street elevation reproduced below in Figure 9.

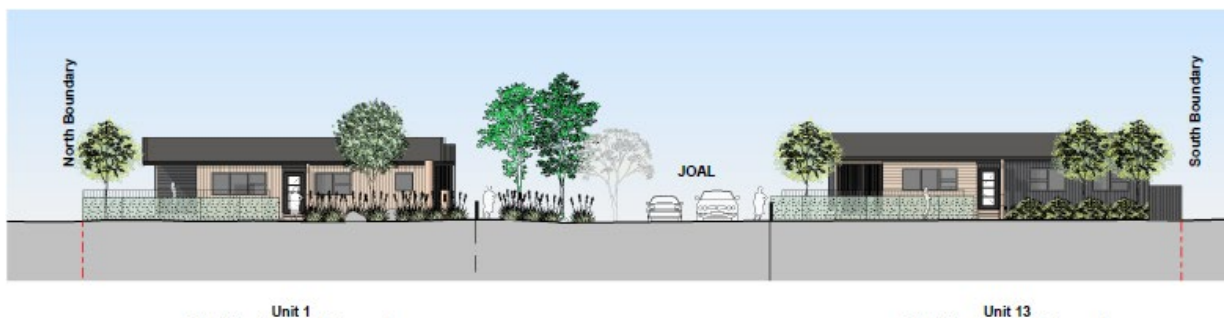


Figure 9: View of the proposed development from Mangakahia Road (Source: A Studio Architects, 2024)

The dwellings will be constructed using quality materials, such as vertical and horizontal weatherboards in varying tones. Metal roofing will be used and aluminium window joinery. Visual interest will be maintained on the building façades by variations in cladding, tone and glazing. The design of the proposed development is modern, with variation of colour and materials, and comprehensive landscaping, all of which will increase the visual interest of the façade of the dwellings and reduce any visual dominance. The design of the streetscape will present good symmetry with the dwellings being of a similar style and using similar materials as the dwellings located within close proximity of the site.

Dwellings will be of a single level design to better assimilate with the suburban character of the surrounding environment and reduce the dominance and intensity of the proposed development. The streetscape view of the development will resemble two dwellings, as the front buildings will mostly obscure the dwellings further within the site, unless you specifically look down the accessway. As such, this will further contribute to a more suburban feel. The proposal will also retain one existing kauri tree within the front yard of the site to assist with the streetscape amenity.

Minimal fencing is proposed along the street frontage, with 1.2m high picket fencing and low-level hedging proposed around the outdoor living area of the front dwellings, to assist in maintaining a visual interaction with the public realm. Please refer to Figure 9 above for the view of the development from Mangakahia Road. These dwellings also have direct pedestrian access to the front doors to further integrate the development with the public space.

All proposed dwellings will be provided with outdoor living space orientated for maximum solar access and on-site amenities which include parking space(s) (within the JOAL), washing lines, garden sheds and landscaped areas. A mix of native and exotic trees are proposed as part of the landscaping to soften the proposed hard surfaces and create a visually appealing interface between the public and private realm. Please refer to the Landscape Plans provided in Appendix 4. Each dwelling will have an outdoor area of at least 25m² for their exclusive use (not including any area for parking and manoeuvring), with their front or rear yards containing a timber deck, washing lines and a reasonably sized grass area for recreation and landscaping. Hedging and specimen trees, including citrus trees, are proposed to enhance

the amenity of the proposed yards. The proposed level of landscaping is designed to soften the appearance of the proposed built form while enhancing the amenity values of the space.

While the number of dwellings proposed will be greater than some sites within the surrounding area, the total building coverage is below the permitted level, which provides for sufficient open space between the proposed dwellings and throughout the site. The dwellings are of a detached design to assist in breaking up the overall bulk of the proposal. Generous setbacks are proposed on all boundaries to reduce the visual dominance of the proposed buildings and create a sense of space both within and outside of the site.

The proposal will consolidate the existing two vehicle crossings into one single 5.5-metre-wide vehicle crossing located centrally on the site and will remove car parking from the front yards with no garages proposed. Parking will be provided centrally within the development down the JOAL. This will assist in reducing adverse visual amenity effects upon the public realm as only one car parking space will be visible from the streetscape, which will also be screened by proposed landscaping.

Therefore, the proposal is considered to have been designed to provide optimal visual interest while maintaining the intended densities and visual built character anticipated within the Residential Zone, and as such, adverse effects upon any persons will be less than minor.

Residential Intensity and Surrounding Environment

In terms of character, it is considered that the proposed development presents an architecturally designed and compact urban form as anticipated by the underlying zoning of the site, while ensuring the level of intensification does not adversely affect the existing residential amenity and character of the area. The proposal represents an excellent and functional use of space, on a site which is currently underutilised and can comfortably contain the proposed number of units.

The existing commercial use of one of the activities on the site appears, from aerial photographs, to host approximately 30 vehicles. This existing office activity will be more intensive than that generated by the proposed 13 residential dwellings. The existing environment also includes the arterial road which will provide a significant amount of background noise from the volume of traffic from cars, heavy trucks and buses. As such, it is considered that the proposed intensity of the development will not worsen the residential amenity of the surrounding environment.

With regard to the Wallace High Court decision, it is considered that the surrounding built environment is generally broad in character, with limited notable features that would be adversely affected by the proposed development.

Overall, the proposed development will portray a well-designed group of dwellings, when viewed from public areas. The site currently has been operating as an office, large car park and one residential dwelling, and therefore the proposal will result in high quality, modern and architecturally designed dwellings, which will greatly enhance the character and contribute to the amenity of the site and the surrounding area.

Transportation Effects

The proposal will provide 22 car parking spaces for the 13-unit development, which has an expectant occupancy of circa 68 people. CKL's Transport Engineer, Mr Andrew Noh, states that *"The proposal is expected to provide a parking demand of at least 22 parking spaces based on the RMS Guide. The proposed 22 parking spaces accommodates this expected parking demand and aligns with that derived from similar residential developments."* This is considered sufficient car parking. However, the proposal

does generate a four-space shortfall within the FNDC District Plan rules. Any additional car parking demand has been assessed within the Transportation Assessment within Appendix 7 to be able to be accommodated within the street. Existing public transport routes or walking or cycling can also be utilised by future residents if necessary.

CKL's Transport Engineer, Mr Andrew Noh, has assessed the proposal and notes that the proposed traffic movements are considered to be 11 peak hour trips with a daily rate of 117 trips. Mr Noh notes that *"Given that Mangakahia Road provides some 430vph in the peak hour, the addition of up to 11vph is still well within the typical carrying capacity of the road, and as such, is not expected to result in adverse material effects on the surrounding road network."* It is also noted that the proposed residential activity is anticipated to generate less peak and daily trips than the existing office activity.

The proposal will consolidate the two existing vehicle crossings on the site into one 5.5m wide crossing, which will assist in improving pedestrian amenity along Mangakahia Road as there will be less interruptions for pedestrians using the footpath. However, the single vehicle access point will serve 13 units, which is over the maximum of eight units permitted under the FNDC. However, this is not considered to generate significant adverse effects upon the surrounding environment as the main arterial road is sufficient to handle the additional traffic volumes without safe and efficient movements along the road being compromised. There will be clear sight lines for pedestrians and vehicles entering and exiting the site, and there will be sufficient room on-site for two-way movement of traffic.

The shared driveway (JOAL) will have footpaths incorporated into the JOAL to provide safe ingress and egress for pedestrians and will also have clear sight lines to ensure good visibility for both pedestrians and vehicles. The footpaths will be flush with the carriageway of the JOAL but will be differentiated through the use of a different colour/material. The JOAL includes using different concrete types (standard and exposed) along with permeable paving for the car parks to create visual interest and to create a slow traffic environment thereby promoting pedestrian safety. As such, the proposal is considered to generate less than minor adverse effects upon the environment.

Mangakahia Road has a pedestrian footpath along the side of the road that the development is on. The proposal will improve the pedestrian safety and amenity along Mangakahia Road as the present activity has two vehicle crossings and the proposal will consolidate this to one crossing thereby reducing the number of disruptions along this stretch of road. The area around the vehicle crossing will have good intervisibility to improve pedestrian and vehicular safety with straight sight lines and low fencing and hedging along the front of the site, which will also assist in passive surveillance of the public realm.

The proposed development involves the creation of a shared JOAL access as opposed to a public road due to the limited ability to connect the site to another public road due to the site being surrounded by private residences. The JOAL environment is considered to provide greater public safety than a typical road environment due to the slower traffic environment created by a narrower roadway interspersed with landscaping, including trees, low vegetative planting, and integrated pedestrian. The proposal will create a family-friendly environment with passive surveillance created by dwellings overlooking the JOAL and low-level lighting providing a more social environment, unable to be achieved by a public road.

Any additional noise generated by the increased traffic will have no effect on the existing traffic noise generated along Mangakahia Road, as all noise generated by the residential development is expected to be within what is reasonably expected from any residential activity. While the intensity of the development is greater than what currently exists, this will not detract from the residential amenity currently experienced by Mangakahia Road.

For further assessment, please refer to the Transportation Assessment within Appendix 7.

Earthworks and Construction Effects

The proposal will involve earthworks associated with preparing the site for residential development and the installation of additional services. Please refer to the Infrastructure Report and Engineering Drawings within Appendix 5 for more details. The works are required for preparation of the building platforms, the construction of the JOAL, parking and trenches for the service connections to the development.

The scale of the earthworks area and volume commensurate to the size and topography of the site. The earthworks will facilitate the establishment of 13 new residential dwellings and will be undertaken at the minimum level necessary to enable development of the site. Given the flat nature of the site, there will not be the need for significant cut excavations nor retaining walls.

An Erosion and Sediment Control Plan (ESCP) is enclosed as part of the Engineering Drawings within Appendix 5. Erosion and sediment control measures and site stabilisation will be undertaken in accordance with the most up to date Far North District Council Guidelines. The proposed earthwork activities have the potential to generate adverse effects on the amenity values associated with the immediate area including:

- Construction Noise
- Dust Generation
- Noise Generation

These potential effects will all be temporary in nature and are matters that can be addressed through the imposition of appropriate conditions of consent. Dust generation will be managed through the use of suppression techniques which may include water sprays when necessary, particularly during dry and windy conditions. Noise will be managed through operation of machinery during permitted work hours, with a construction management plan to be prepared by the contractor prior to works commencing. The earthworks will be undertaken during standard construction hours and it is anticipated that the works will be done within the standard earthworks season. It is submitted that adverse effects on the amenity values of the area can be managed and controlled such that adverse effects on the environment will be less than minor.

Overall, the proposed earthworks are considered reasonable, in consideration of the size of the site, and that ESCP measures will sufficiently mitigate any potential effects.

Infrastructure

As outlined within this report and detailed within the Infrastructure Report and Engineering Drawings within Appendix 5, the proposal will involve connections to the public wastewater system, and the public stormwater system. Existing public lines will be used where applicable; however, a new stormwater line is proposed as the existing uses presently do not have a reticulated system. Capacity checks will be undertaken to confirm that sufficient capacity exists to cater to the proposed development (when mitigation through onsite attenuation is provided) and any necessary changes to the servicing of the site will be undertaken and addressed as part of the Engineering Plan Approval or Building Consent process.

Overall, the proposal is considered to have less than minor adverse effects upon the surrounding infrastructure.

Stormwater Management

The proposal involves impervious area covering 69% of the site. As such, a comprehensive stormwater management plan has been prepared and included within Appendix 8. In order to limit peak stormwater flows, the following methods have been designed as follows:

- The use of permeable paving for the car parks, which cover 8% of the site to assist in on-site drainage.
- Above ground attenuation tanks on all lots to collect and reuse rainwater collected from the roofs and thereby reduce stormwater entering the reticulated system.
- Below ground attenuation tanks to collect stormwater from paved surfaces and slow the release of stormwater.

The proposed attenuation will satisfy the 2-year and 5-year flood levels to 80% of pre-development levels, which has been accepted in pre-application discussions by FNDC. However, the 100-year flood level will remain unattenuated due to difficulties in attenuating this level due to the flat nature of the site. CKL's assessment of this flood level will result in an increase of approximately 2mm in sheet flow extending to the immediately adjacent sites at 5, 7 and 9 Purdy Street, which is considered to be an indiscernible increase. In addition, there will be no increase in level to the downstream flooding within Purdy Street itself as a result of the proposed impervious levels.

As such, adverse flooding effects are considered to be less than minor on the surrounding environment.

For further information please refer to the Stormwater Management Report within Appendix 8.

Subdivision

The proposal includes the construction of 13 dwellings with a shared accessway including 22 carparking spaces. Therefore, there will be at least one carpark for each unit. All components of the proposed subdivision will be in accordance with an approved land use consent, which is sought concurrently.

The size and shape of the proposed lots corresponds to the proposed residential development, and will generally provide the required outdoor living space, outlook space and yards. The site layout will ensure connectivity between the public and private realm. As a result, Unit 1 and Unit 13 have direct pedestrian access from Mangakahia Road. The proposed boundary treatment along the road frontage ensures an active street frontage and passive surveillance over the street, while also providing an adequate level of privacy from the street.

The proposed layout of the development will ensure that private indoor and outdoor living spaces will be provided for each dwelling through landscaping and fencing. Each unit will be serviced with the required infrastructure as detailed in the Infrastructure Report provided in Appendix 5. The proposed earthworks will enable the establishment of a relatively flat site, which contributes to the legibility and clear sightlines for pedestrians and vehicles to operate safely within the site.

All 13 dwellings are proposed to be served by the JOAL which also includes 15 carparks (7 car parks are located within individual lots), and pedestrian accessways. The proposed layout is considered to provide a legible and logical access network which ensures suitable access is provided for each lot whilst achieving a high-quality built environment. It was determined that a single accessway was the most appropriate option to provide access to all units to minimise vehicle crossings onto the arterial road. Passive surveillance of the JOAL is provided with kitchens, and outdoor living spaces overlooking the common spaces of the development. Landscaping has been provided throughout the common spaces,

accessway and JOAL to soften the built components of the development and create an attractive environment and sense of place for residents.

All the communal elements of the proposal are located within the JOAL, such as the car parking, access, stormwater attenuation and landscaping. This will assist in creating a more inclusive environment for the development and the establishment of an incorporated society or an entity that owns the site such as Kainga Ora and will assist in the ability to manage the ongoing maintenance of the communal spaces.

The proposed development is located with good access to public facilities, which are located within close proximity of the site.

Overall

The proposed single-level development is considered to fit with the building forms and character in the surrounding area. The design of the proposed development is modern, with a variation of colours and materials, glazing and landscaping. Significant setbacks from the boundaries have been designed where practical. The proposed development has also been architecturally designed and quality landscaping is proposed around the site. Overall, it is considered that the adverse effects on the wider environment will be less than minor.

6.5 Section 95E Assessment

Neighbouring Properties

These adjacent properties have been considered in the limited notification assessment under Section 95B and 95E to determine whether any persons are affected by the proposal. Please note, as outlined in Section 6.1, the written approval has been obtained from 18-20 Mangakahia Road (to be provided soon) and 9 Purdy Street.

The adjacent properties are listed in the table below:

Address	Legal Description	Owner
10 Mangakahia Road	Kohewhata 44B 7 Block (NA903/164)	Raymond George Crosbie
18-20 Mangakahia Road	Kohewhata 44B 11 Block (NA903/168)	Seventh-Day Adventist Church Property Trustee (NZ) Limited
5 Purdy Street	Lot 8 DP 38220 (NA54D/358)	Tamsin Sarah Steward
7 Purdy Street	Lot 9 DP 38220 (NA49A/46)	New Zealand Houses Limited
9 Purdy Street	LOT 10 DP 38220 (NA93C/673)	Graeme Martin Puckey
11 Purdy Street	Lot 11 DP 38220 (NA31A/360)	Jackie Ann Dickinson and Paul William Hargreaves

Residential Amenity Effects

The density anticipated within the Residential Zone is between 300m² and 600m², however the zone seeks to achieve medium density sustainable residential development maintaining the existing character and amenity of the area. The proposed development has a density of 303m² per unit. Overall, it is considered that the level of development proposed achieves the anticipated character of the Residential Zone.

Increased density has the potential to adversely affect the sense of space and residential amenity afforded to residents of the area, particularly adjoining sites. The image in Figure 10 below demonstrates the proposed development and its relationship with the adjoining sites and their outdoor living spaces.



Figure 10: Proposed development superimposed onto recent aerial photo (Source: A Studio Architects, 2024)

Northern Boundary

The subject site borders 10 Mangakahia Road, which is representative of the historic residential character of the area, particularly along Mangakahia Road, being one, single-level dwelling with a detached garage on a large narrow site. The view of the development from this site is demonstrated below in Figure 11.



Figure 11: Proposed view of northern elevation of the development (Source: A Studio Architects, 2024)

Given the length of the site along the common boundary is circa 73 metres, the proposal will involve six dwellings to be facing this adjacent site. However, given the detached nature of the dwellings, any visual dominance effects will be reduced compared to that of a large two-level dwelling would generate, which is what could reasonably be established on the site. While the outdoor living rooms and outdoor spaces will be orientated towards the adjacent site at 10 Mangakahia Road, the buildings will be set circa 3.5

metres off the common boundary to provide a considerable setback. In addition, the common boundary will be landscaped with each lot having a specimen tree and a citrus tree to soften views and visual dominance effects from the adjacent dwelling.

The proposal will be fully compliant with building height, coverage, setback and sunlight rules and as such the bulk is in line with what is anticipated by the zoning with regards to massing and bulk effects.

When compared to the existing dwelling located on 12 Mangakahia Road, the proposal will have less impacts on visual privacy as the existing dwelling is a two-level dwelling with a large deck facing the adjacent site and providing greater ability for overlooking and visual privacy intrusions. There will be minimal shading effects on neighbouring sites due to the orientation and single level nature of the development.

As the dwellings at 12-16 Mangakahia Road will have their outdoor living spaces of the dwellings along the northern boundary situated adjacent to this site, we need to consider effects from residential intensity (noise and activity) on the adjacent site. While there will be some noise from the use of the outdoor living spaces adjacent to this site, it is anticipated that the noise and activity will likely be less than the noise previously experienced from the large car park located along most of the common boundary. The proposal will also move noises associated with vehicles (car noises, doors and unloading vehicles etc) further within the site due to the central car park and access way, which will also be screened by the buildings themselves. The boundary fences and landscaping will also assist in decreasing aural intrusion into the adjacent site.

Eastern Boundary

The subject site borders four properties, being 5, 7, 9 and 11 Purdy Street, noting 9 Purdy Street have provided written approval to the development. The dwellings on these adjacent sites are representative of the surrounding area, being modest, single-level, weatherboard dwellings, with a substantial grassed back yard separating the dwellings from the common boundary. The view of the development from these sites is demonstrated below in Figure 12.

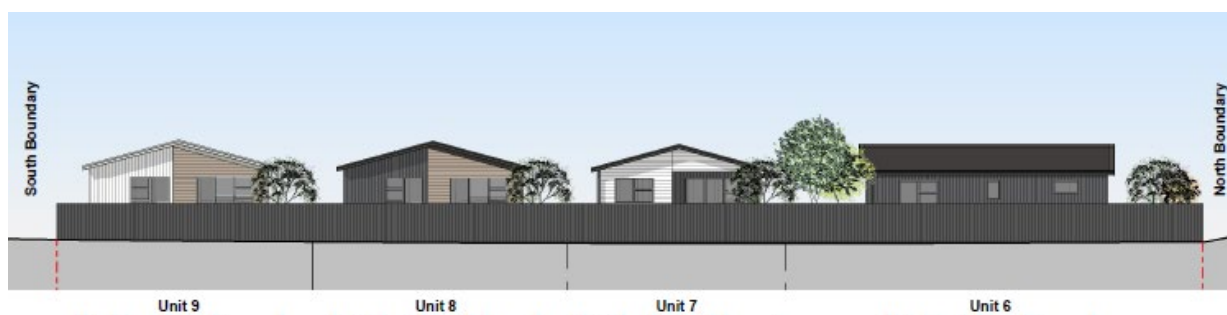


Figure 12: Proposed view of eastern elevation of the development (Source: A Studio Architects, 2024)

Given the length of the site along the common boundary is circa 54 metres, the proposal will involve four dwellings to be facing these adjacent sites. However, given the detached nature of the dwellings, any visual dominance effects will be reduced compared to that of a large two-level dwelling would generate, which is what could reasonably be established on the site. While the outdoor living rooms and outdoor spaces of three of the four dwellings will be orientated towards the adjacent sites along Purdy Street, the buildings will be set circa 3.5 metres off the common boundary to provide a considerable setback. In addition, the common boundary will be landscaped with several specimen trees to soften views and visual dominance effects from the adjacent dwellings.

The proposal will be fully compliant with building height, coverage, setback and sunlight rules and as such the bulk is in line with what is anticipated by the zoning with regards to massing and bulk effects.

When compared to the existing dwelling located on 12 Mangakahia Road, the proposal will have less impacts on visual privacy as the existing dwelling is a two-level dwelling with a large deck facing the adjacent site and providing greater ability for overlooking and visual privacy intrusions. There will be minimal shading effects on neighbouring sites due to the orientation and single level nature of the development.

As the proposed dwellings at 12-16 Mangakahia Road will have their outdoor living spaces of the dwellings along the eastern boundary situated adjacent to these sites, we need to consider effects from residential intensity (noise and activity) on the adjacent sites. While there will be some noise from the use of the outdoor living spaces adjacent to this site, it is anticipated that the noise and activity will likely be less than the noise previously experienced from the large car park located along some of the common boundary. The proposal will also move noises associated with vehicles (car noises, doors and unloading vehicles etc) further within the site due to the central car park and access way, which will also be screened by the buildings themselves. The boundary fences and landscaping will also assist in decreasing aural intrusion into these adjacent sites.

Southern Boundary

The subject site bordering the southern boundary is 18-20 Mangakahia Road, which contains the Seventh-Day Adventist Church. It is acknowledged that the proposal has sunlight infringements to this boundary. However, the written approval has been obtained from the owners of the church, and as such the adverse effects upon the owners have been disregarded.

Overall Amenity Effects

Other effects that may generate adverse effects on the residential amenity relate to noise and traffic effects. Regarding noise, the proposed development is not considered to generate noise above what can be anticipated within the residential zone. The proposed dwellings are all to be located centrally on their sites and will be modest one level dwellings, with the proposed landscaping (hedges and specimen trees) all able to assist in mitigating any potential acoustic intrusion, as discussed above.

Traffic effects generated by the proposal have been considered suitable for the site and the arterial nature of Mangakahia Road, and I note that there will be no extra noise or excessive traffic movements affecting neighbouring site's residential amenity with proposed fencing and trees to screen any vehicle headlights.

The proposed dwellings have been architecturally designed to create a pleasing form when viewed from all adjoining sites and public spaces. A mix of colours and materials are proposed to create a unique character. The level of noise generated by the proposal will be consistent with a typical residential neighbourhood. Overall, all effects on residential amenity are deemed to be less than minor.

Earthworks and Construction Effects

The effects of noise, dust and vibration will be indistinguishable from earthworks undertaken within the permitted levels and will be temporary in nature, anticipated for any construction work. There are no known stability issues within the area and given the flat nature of the site there won't be any large retaining walls required.

Overall, it is considered that the volume of earthworks proposed will be the minimum required to achieve Council standards for the purpose of the proposal, and effects on adjoining neighbours will be less than minor.

Conclusion

Given the above assessment, no persons are considered to be affected by the proposal in accordance with s95E of the Act.

6.6 Positive Effects

The proposal introduces additional housing stock which will provide housing choice, which is beneficial to the local and wider community. The use of the site for dwellings is envisioned under the Residential Zone and the new dwellings have been designed to reflect the surrounding residential character and the planned future outcomes for the area.

The expected positive effects resulting from the development of the site are considered to outweigh any potential adverse effects. The proposed development will result in an improved use of the subject site, which previous use was temporary accommodation on a large site.

The proposed subdivision will result in an improved use of a residentially zoned site. The proposed development is in line with the objectives and policies of the Residential Zone and will generate 13 new, healthy and warm dwellings to provide for the urban growth. The proposed development will provide for housing choice in a market which is in scarce supply. This location allows for future residents to have access to public transport to access work, schools, shops and leisure activities.

Overall, the proposed development will result in positive effects in terms of local neighbourhood amenity. The proposal will ensure that the intended character of the zone under the FNDP is achieved.

6.7 Objectives and Policies

An assessment against the relevant Objectives and Policies of the **Operative District Plan** is included below.

Chapter 7 – Urban Environment	
Objectives	Response
7.3.1 To ensure that urban activities do not cause adverse environmental effects on the natural and physical resources of the District.	The proposal is providing for a higher density residential development than what has previously occurred in the immediate area. Increased density within walking distance of Kaikohe township will assist with reducing pressure on other areas where development may be less appropriate. The reduced number of car parks and proximity to all essential services reduces dependence on cars. Compact townships are considered to be efficient use of land to avoid adverse effects of urban sprawl.
7.3.2 To enable the continuing use of buildings and infrastructure in urban	The site is a prime location for intensification and is located within the area of benefit which provides

areas, particularly where these are under-utilised.	reticulated services that enable higher density than traditionally seen in this area. The proposal is considered to be good use of a well under-utilised piece of land.
7.3.3 To avoid, remedy or mitigate the adverse effects of activities on the amenity values of existing urban environments.	The potential effects on the amenity values of the existing urban environment have been considered in Section 6.4. Whilst the proposal is a greater density than what has historically occurred in Kaikohe, the potential adverse effects on amenity values of the surrounding neighbourhood will be less than minor and consistent with that anticipated in the Residential Zone. Further mitigation is proposed with high quality landscaping that will be implemented and maintained in perpetuity.
7.3.4 To enable urban activities to establish in areas where their potential effects will not adversely affect the character and amenity of those areas.	Being located in close proximity to the Commercial Zone, the site is well positioned for greater intensification than what has been seen in the past. The proposed density supports alternative transportation options and reduces dependence on cars. The single-level design will minimise adverse effects on the character and amenity of the zone while providing for intensification and enabling landscape planting and quality onsite amenity for future residents.
7.3.5 To achieve the development of community services as an integral and complementary component of urban development.	N/A
7.3.6 To ensure that sufficient water storage is available to meet the needs of the community all year round.	Sufficient water supply to service the development is available.
<i>Policies</i>	<i>Response</i>
7.4.1 That amenity values of existing and newly developed areas be maintained or enhanced.	A landscape plan will be implemented and maintained in perpetuity. It is recommended that a condition of consent or consent notice be imposed on all future titles to ensure this.
7.4.2 That the permissible level of effects created or received in residential areas reflects those appropriate for residential activities.	The proposal is for a residential activity. The proposed density is appropriate given the location and size of the subject site. The single-level construction will reduce any potential dominance effects on the surrounding residential environment.
7.4.3 That adverse effects on publicly-provided facilities and services be avoided	A stormwater capacity assessment within Mangakahia Road has been undertaken and detention tanks are

<p>or remedied by new development, through the provision of additional services.</p>	<p>proposed to mitigate the increased impervious area to an appropriate pre-development level and avoid adverse effects on the downstream environment. Furthermore, permeable concrete is proposed within the carpark areas to assist in reducing the overall runoff created by the proposal.</p>
<p>7.4.4 That stormwater systems for urban development be designed to minimise adverse effects on the environment.</p>	<p>Please note the assessment above.</p>
<p>7.4.5 That new urban development avoid:</p> <p>(a) adversely affecting the natural character of the coastal environment, lakes, rivers, wetlands or their margins;</p> <p>(b) adversely affecting areas of significant indigenous vegetation or significant habitats of indigenous fauna;</p> <p>(c) adversely affecting outstanding natural features, landscapes and heritage resources;</p> <p>(d) adversely affecting the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga;</p> <p>(e) areas where natural hazards could adversely affect the physical resources of urban development or pose risk to people’s health and safety;</p> <p>(f) areas containing finite resources which can reasonably be expected to be valuable for future generations, where urban development would adversely affect their availability;</p> <p>(g) adversely affecting the safety and efficiency of the roading network;</p> <p>(h) the loss or permanent removal of highly productive and versatile soils from primary production due to subdivision and development for urban purposes.</p>	<p>a. The site does not adjoin any waterways or overland flow paths.</p> <p>b. The established kauri tree will be retained on the site. No adverse effects on indigenous flora and fauna are anticipated. In terms of positive effects, the proposal will introduce new native tree species which will be retained in perpetuity.</p> <p>c. There are no outstanding features or heritage resources on the site.</p> <p>d. There are no known waahi tapu or taonga located on the site.</p> <p>e. There are no natural hazards affecting the site.</p> <p>f. There are no known finite resources on the site which must be protected from development. The proposal is considered to be an appropriate use of land in close proximity to Kaikohe Township which will assist with reducing urban sprawl.</p> <p>g. No adverse effects on the operation and efficiency of the road network are anticipated.</p> <p>h. The site is not located within an area utilised for farming or production.</p>

7.4.6 That the natural and historic heritage of urban settlements in the District be protected (refer to Chapter 12).	The proposal will have no adverse effects on the natural and historic heritage of Kaikohe.
7.4.7 That urban areas with distinctive characteristics be managed to maintain and enhance the level of amenity derived from those characteristics.	The proposal is not considered to have a distinctive character (unlike some other seaside settlements in the Far North area).
7.4.8 That infrastructure for urban areas be designed and operated in a way which: (a) avoids remedies or mitigates adverse effects on the environment; (b) provides adequately for the reasonably foreseeable needs of future generations; and (c) safeguards the life-supporting capacity of air, water, soil and ecosystems.	The proposal will utilise existing infrastructure connections to the site and will add new stormwater connections. The proposal has been designed to avoid adverse effects on capacity and safeguard the life supporting capacity of air, water, soil and ecosystems.
7.4.9 That the need for community services in urban areas is recognised and provided for.	N/A
Section 7.6 – Residential Zone	
Objectives	Response
7.6.3.1 To achieve the development of new residential areas at similar densities to those prevailing at present.	The proposal is considered to be of a similar density to a recent development within the Kaikohe township, as discussed in Section 6.3 above. While the surrounding properties reflect a traditional development scale, being a single storey detached dwelling on large lots, the site is in a prime location for intensification. The dwellings are two- or three-bedroom units, which are likely to house small families, couples, or individuals.
7.6.3.2 To enable development of a wide range of activities within residential areas where the effects are compatible with the effects of residential activity.	N/A – the development is residential in nature and will be compatible with the current character of the surrounding environment.
7.6.3.3 To protect the special amenity values of residential sites on the urban fringe, specifically Lot 1 DP 28017, Lot 1 DP 46656, Lot 1 DP 404507, Lot 1 DP 181291,	The sites are not located within the noted lots and does not have frontage to Kerikeri Road.

Lot 2 DP 103531, Lot 1 DP 103531, Lot 2 DP 58333, Pt Lot 1 DP 58333 (and any sites created as a result of a subdivision of these lots), and those having frontage to Kerikeri Road between its intersection with SH10 and Cannon Drive.	
<i>Policies</i>	<i>Response</i>
7.6.4.1 That the Residential Zone be applied to those parts of the District that are currently predominantly residential in form and character.	Noted – the site is surrounded by existing residential development.
7.6.4.2 That the Residential Zone be applied to areas which are currently residential but where there is scope for new residential development.	Noted – the site is surrounded by existing residential development.
7.6.4.3 That the Residential Zone be applied to areas where expansion would be sustainable in terms of its effects on the environment.	The proposal is considered to strongly align with this policy in providing for higher density in close proximity to essential services. The location of the site enables greater density while reducing reliance on cars and encouraging alternative transport, walking or cycling.
7.6.4.4 That the Residential Zone provide for a range of housing types and forms of accommodation.	The proposed single level dwellings will be similar to that found within the surrounding environment.
7.6.4.5 That non-residential activities only be allowed to establish within residential areas where they will not detract from the existing residential environment.	N/A
7.6.4.6 That activities with net effects that exceed those of a typical single residential unit, be required to avoid, remedy or mitigate those effects with respect to the ecological and amenity values and general peaceful enjoyment of adjacent residential activities.	The proposal is considered to exceed those effects anticipated by a typical single residential unit, however the proposal will provide future residents with a high quality living environment while avoiding and mitigating effects on the existing character of the surrounding area. The proposal will not adversely affect the residential amenity of adjoining sites, please refer to Section 6.5 and the comments provided in response to Objective 7.6.3.1 in the table above.
7.6.4.7 That residential activities have sufficient land associated with each household unit to provide for outdoor space, planting, parking and manoeuvring.	All lots are provided with a suitable outdoor living space which consists of a deck and garden space. A parking deficit is proposed, however the site is located in close proximity to essential services, and each new dwelling

	will have at least 1 parking space and sufficient space within the shared driveway for onsite manoeuvring.
7.6.4.8 That the portion of a site or of a development that is covered in buildings and other impermeable surfaces be limited so as to provide open space around buildings to enable planting, and to reduce adverse hydrological, ecological and amenity effects	The proposal exceeds the permitted impermeable coverage for the zone, however sufficient mitigation is proposed to manage stormwater runoff effects. The proposed dwellings comply with the building coverage rule and are surrounded by ample open space to create a suburban feel and character.
7.6.4.9 That sites have adequate access to sunlight and daylight	The dwellings will have a northern or eastern orientation to maximise sunlight access. The design will ensure sufficient daylight access is provided to all aspects of the dwellings.
7.6.4.10 That provision be made to ensure a reasonable level of privacy for inhabitants of buildings on a site	Each dwelling will have a fenced off and landscaped outdoor living space which will provide sufficient privacy for future inhabitants.
7.6.4.11 That the built form of development allowed on residential sites on the urban fringe, specifically Lot 1 DP 28017, Lot 1 DP 46656, Lot 1 DP 404507, Lot 1 DP 181291, Lot 2 DP 103531, Lot 1 DP 103531, Lot 2 DP 58333, Pt Lot 1 DP 58333 (and any sites created as a result of a subdivision of these lots), and those with frontage to Kerikeri Road between its intersection with SH10 and Cannon Drive remains small in scale, set back from the road, relatively inconspicuous and in harmony with landscape plantings and shelter belts.	The sites are not located within the noted lots and does not have frontage to Kerikeri Road.
Chapter 15 – Transportation	
Objectives	Response
15.1.3.1 To minimise the adverse effects of traffic on the natural and physical environment.	The proposal will access the existing road network on Mangakahia Road. The proposal will increase the traffic volume utilising Mangakahia Road, however the scale of the increase is negligible and able to be accommodated on the arterial road. The design of the vehicle access will ensure ease of ingress for vehicles to avoid disruptions to flow of traffic.

15.1.3.2 To provide sufficient parking spaces to meet seasonal demand in tourist destinations.	N/A – the site is a residential activity
15.1.3.3 To ensure that appropriate provision is made for on-site car parking for all activities, while considering safe cycling and pedestrian access and use of the site.	Given the location of the site, the proposed parking shortfall is appropriate and encourages use of transportation options such as walking and cycling. The development has been designed to provide safe access to and from the site for pedestrians and cyclists, as detail in Section 6.4 above.
15.1.3.4 To ensure that appropriate and efficient provision is made for loading and access for activities.	Sufficient space is provided on site for manoeuvring of emergency and delivery vehicles.
15.1.3.5 To promote safe and efficient movement and circulation of vehicular, cycle and pedestrian traffic, including for those with disabilities.	The site is designed with a suitable gradient for those with disabilities to access the designated accessible dwellings.
<i>Policies</i>	<i>Response</i>
15.1.4.1 That the traffic effects of activities be evaluated in making decisions on resource consent applications.	Noted. The traffic report in Appendix 7 has determined that the traffic effects of the proposal will be negligible with regard to functioning of the road network.
15.1.4.2 That the need to protect features of the natural and built environment be recognised in the provision of parking spaces.	Noted.
15.1.4.3 That parking spaces be provided at a location and scale which enables the efficient use of parking spaces and handling of traffic generation by the adjacent roading network.	The proposal results in a shortfall of parking spaces but is considered to have a superior outcome given the location of the site. The limited parking provided will reduce the number of traffic movements anticipated on the road network. The proposed number of parking spaces is sufficient to support the proposal and will ensure efficient use of the site and access to the road network.
15.1.4.4 That existing parking spaces are retained or replaced with equal or better capacity where appropriate, so as to ensure the orderly movement and control of traffic.	N/A
15.1.4.5 That appropriate loading spaces be provided for commercial and industrial	N/A

activities to assist with the pick-up and delivery of goods.	
1.4.6 That the number, size, gradient and placement of vehicle access points be regulated to assist traffic safety and control, taking into consideration the requirements of both the New Zealand Transport Agency and the Far North District Council.	The two existing vehicle accesses to Mangakahia Road will be rationalised to a single vehicle crossing located centrally on the site.
15.1.4.7 That the needs and effects of cycle and pedestrian traffic be taken into account in assessing development proposals.	One of the key features of the proposal has been reliance on cycling and pedestrian access to the site to support a higher density development in proximity to the town centre. The proposal has been designed to meet the needs of pedestrian and cyclists while providing safe access to and from the site.
15.1.4.8 That alternative options be considered to meeting parking requirements where this is deemed appropriate by the Far North District Council.	A parking deficit is proposed, encouraging alternative transport options. The site is located close to the town centre of Kaikohe.

It is considered the proposal is consistent with the objectives and policies of the District Plan, and any actual and potential effects will be less than minor.

An assessment against the relevant Objectives and Policies of the **Proposed District Plan** is included over-page. Under section 104(1)(b)(vi) of the RMA, in considering a resource consent application, the Council must have regard to the objectives and policies of the proposed district plan.

The site has been proposed as a mixed-use zone, with commercial and residential activities co-existing with a focus on urban vitalisation while managing adverse effects. While the proposal is not a mixed-use development, it is of a scale, form, density and design that will positively contribute to creating a vibrant residential environment that encourages alternative transportation, creates a high-quality streetscape and safe movement of people of all ages and abilities. The increased density promotes people living in close proximity to employment and reducing reliance on vehicles. It assists with preventing urban sprawl and efficient use of infrastructure while providing a quality living environment that contributes to the residential amenity of the area. The proposal will be in step with the intended density anticipated by the proposed plan.

Mixed Use Zone	
Objectives	Response
MUZ-O1 The Mixed Use zone is the focal point for the District's commercial, community and civic activities, and provides for residential development where it complements and is not incompatible with these activities.	The proposal is a residential development that compliments these activities by increasing density within the town centre and reducing reliance on vehicles and encouraging passive transport options such as walking. As outlined elsewhere in this report, the proposal is not incompatible with the existing residential and commercial activities in the surrounding environment.
MUZ-O2 Development in the Mixed Use zone is of a form, scale, density and design quality that contributes positively to the vibrancy, safety and amenity of the zone.	The proposal is of a scale, form, density and design that will contribute positively to the zone, specifically the activation and overlooking of the street to promote a safer neighbourhood, use of native and fruit trees to soften the appearance of the proposed buildings and creating a green interface with the street, and use of suitable setbacks to provide a sense of space and avoid adverse effects on the neighbouring site.
MUZ-O3 Enable land use and subdivision in the Light Industrial zone where there is adequacy and capacity of available or programmed development infrastructure to support it.	N/A
MUZ-O4 The adverse environmental effects generated by activities within the zone are managed, in particular at zone boundaries.	Noted. As outlined in Section 6.4 above, all adverse effects will be less than minor. It is also noted that all surrounding sites are proposed as Mixed-Use.
MUZ-O5 Residential activity in the Mixed Use zone is located above commercial activities to ensure active street frontages, except where the interface is with the Open Space zone.	It is not proposed to locate commercial activities at the ground level, particularly as the site is located on the periphery of the Commercial Zone under the Operative District Plan. Over time, the surrounding environment may change, however the proposal will not be incompatible with increased commercial activity in the vicinity of the site.
Policies	
MUZ-P1 Enable a range of commercial, community, civic and residential activities in the Mixed Use zone where:	The proposed residential activities supports a sense of place within the Kaikohe township, there is existing and proposed infrastructure to service the development.

<p>a. it supports the function, role, sense of place and amenity of the existing environment; and</p> <p>b. there is:</p> <p>i. existing infrastructure to support development and intensification, or</p> <p>ii. additional infrastructure capacity can be provided to service the development and intensification.</p>	
<p>MUZ-P2 Require all subdivision in the Mixed Use zone to provide the following reticulated services to the boundary of each lot:</p> <p>a. telecommunications:</p> <p>i. fibre where it is available;</p> <p>ii. copper where fibre is not available;</p> <p>iii. copper where the area is identified for future fibre deployment.</p> <p>b. local electricity distribution network; and</p> <p>c. wastewater, potable water supply and stormwater where it is available.</p>	<p>The proposed subdivision will make provision for the noted infrastructure.</p>
<p>MUZ-P3 Require development in the Mixed Use zone to contribute positively to:</p> <p>a. high quality streetscapes;</p> <p>b. pedestrian amenity;</p> <p>c. safe movement of people of all ages and abilities;</p> <p>d. community well-being, health and safety; and</p> <p>e. traffic, parking and access needs.</p>	<p>The proposal has provided vegetated streetscapes with native and fruit trees, and hedging, along with pedestrian pathways to increase the walkability of the site. Please refer to section 6.4 for further details.</p>
<p>MUZ-P4 Require development in the Mixed Use zone that is adjacent to Residential and Open Space zones to maintain the amenity values of those areas, having specific regard to:</p> <p>a. visual dominance;</p>	<p>Landscaping, setbacks, and compliance with the sunlight standard has been considered to ensure amenity values of the adjacent zones is maintained.</p>

<ul style="list-style-type: none"> b. privacy; c. shadowing; d. ambient noise; and e. light spill. 	
<p>MUZ-P5 Restrict activities that are likely to have an adverse effect on the function, role, sense of place and amenity of the Mixed Use zone, including:</p> <ul style="list-style-type: none"> a. residential activity, retirement facilities and visitor accommodation on the ground floor of buildings, except where a site adjoins an Open Space zone; b. light or heavy industrial activity; c. storage and warehousing; d. large format retail activity over 400 m²; and e. waste management activity. 	<p>Ground floor residential dwellings are proposed, however the surrounding environment as it stands is all residential.</p>
<p>MUZ-P6 Promote energy efficient design and the use of renewable electricity generation in the construction of mixed use development.</p>	<p>N/A – residential activity proposed.</p>
<p>MUZ-P7 Consider the following effects when assessing applications to establish residential, early childhood, retirement and education facilities:</p> <ul style="list-style-type: none"> a. the level of ambient noise; b. reduced privacy; c. shadowing and visual domination; and d. light spill. 	<p>Landscaping, boundary fencing and the orientation of the dwellings will ensure no adverse effects on future residents of the dwellings.</p>
<p>MUZ-P8 Manage land use and subdivision to address the effects of the activity requiring resource consent, including (but not limited to) consideration of the following matters where relevant to the application:</p> <ul style="list-style-type: none"> a. consistency with the scale, density, design, amenity and character of the mixed use environment; 	<p>The proposal is consistent with the scale and density as both the building height, building coverage and sunlight standards are achieved to most boundaries.</p> <p>Large setbacks are proposed along the external boundaries of the site.</p>

<ul style="list-style-type: none"> b. the location, scale and design of buildings or structures, outdoor storage areas, parking and internal roading; c. at zone interfaces: <ul style="list-style-type: none"> i. any setbacks, fencing, screening or landscaping required to address potential conflicts; ii. any adverse effects on the character and amenity of adjacent zones; d. the adequacy and capacity of available or programmed development infrastructure to accommodate the proposed activity; including: <ul style="list-style-type: none"> i. opportunities for low impact design principles; ii. management of three waters infrastructure and trade waste; e. managing natural hazards; f. the adequacy of roading infrastructure to service the proposed activity; g. any adverse effects on historic heritage and cultural values, natural features and landscapes or indigenous biodiversity, and h. any historical, spiritual, or cultural association held by tangata whenua, with regard to the matters set out in Policy TW-P6. 	<p>Infrastructure is available for the site and has been proposed to ensure there are no adverse effects on the environment.</p> <p>There are no natural hazards relating to the site.</p> <p>One accessway is connected to the site providing adequate access for the development.</p> <p>The site is not subject to historic heritage and will ensure there are no adverse effects on indigenous biodiversity.</p> <p>No historical, cultural or spiritual association is known to the site.</p>
Transportation	
Objectives	Response
<p>TRAN-O1 The State Highways, transport networks and cycleways of strategic significance are recognised and managed as regionally significant infrastructure to</p>	<p>The proposal includes one new accessway for the subject site which is onto a State Highway, but good sight lines will be maintained and the proposal will consolidate two vehicle crossings into one.</p>

support the economic, cultural, environmental and social wellbeing of current and future generations.	
TRAN-O2 The transport network is designed and located to minimise adverse effects on historical, cultural and natural values.	Noted.
TRAN-O3 Land use and all modes of transport are integrated so that the transport network is safe, efficient and well-connected.	Noted.
TRAN-O4 Parking, loading and access provisions support the needs of land use and subdivision activities, and ensure safe and efficient operation for users.	Noted.
TRAN-O5 The safe and efficient movement of vehicular, cycle and pedestrian traffic that also meets the needs of persons with a disability or limited mobility.	Noted.
TRAN-O6 The transport network is resilient to the likely current and future effects of climate change, and supports urban environments designed to reduce greenhouse gas emissions.	Noted.
<i>Policies</i>	<i>Response</i>
TRAN-P1 Recognise the transport network as regionally significant infrastructure by having particular regard to the significant social, economic, and cultural benefits of transport projects when determining resource consent applications or making recommendations on notices of requirement.	The proposal includes a new accessway for the subject site which is not considered to be regionally significant infrastructure.
TRAN-P2 Establish and maintain a transport network that: <ul style="list-style-type: none"> a. provides safe efficient linkages and connections; b. avoids and mitigates adverse effects on historical, cultural and natural environment values to the extent practicable; c. recognises the different functions and design requirements for 	The accessway will provide vehicle and pedestrian access to the site off Mangakahia Road. Please refer to the Transportation Assessment in Appendix 7 for further details.

<p>each road classification under the most current National Transport Network classification system;</p> <ul style="list-style-type: none"> d. supports reductions of greenhouse gases from vehicle movements; e. considers the likely current and future impacts of climate change when new sections of the network are proposed or existing sections upgraded; and f. provides for existing and future pedestrian and cycling pathways, including the Pou Herenga Tai Twin Coast Cycle Trail. 	
<p>TRAN-P3 Ensure the safe, efficient and well connected operation of the transport network through the management of:</p> <ul style="list-style-type: none"> a. the subdivision layout, location of buildings, structures and other potential visual obstructions that may impact on sightlines and the integrity of the road carriageway; b. the design of access and parking; c. vehicular access to and from sites; d. the volume of traffic from land use activities; e. vehicular, pedestrian, and cyclist needs, including persons with a disability or limited mobility; f. the adverse cumulative effects of land use and subdivision on the transport network; and g. reverse sensitivity effects that may impact regionally significant infrastructure. 	<p>The new accessway proposed off Mangakahia Road will service the development. There is also a pedestrian accessway located along the accessway which will provide connectivity across the development.</p>
<p>TRAN-P4 Manage the design, location and supply of parking to:</p> <ul style="list-style-type: none"> a. achieve the safe, efficient and effective operation of the transport network; 	<p>There is a communal parking area which will not be visible from the street. This reduces the use of garages and individual vehicle crossings.</p>

<ul style="list-style-type: none"> b. support the operational and functional requirements of activities; c. appropriately manage character and amenity effects on the local environment, including on the streetscape; d. minimise the impact of large parking areas on the stormwater network by encouraging low impact design; e. provide sufficient parking for persons with a disability or limited mobility; and f. comply with any relevant Parking Management Plans. 	
<p>TRAN-P5 Encourage new land uses to support an integrated and diverse transport network by:</p> <ul style="list-style-type: none"> a. promoting alternative transport modes; b. the provision of safe and secure parking facilities for bicycles and associated changing or showering facilities for staff; c. allocation of parking facilities for motorcycles, car share vehicles, pick up/drop off areas for ride share services and charging stations for electric vehicles; and d. supporting the establishment and operation of accommodation and tourism related activities in close proximity to the Pou Herenga Tai Twin Coast Cycle Trail, provided reverse sensitivity effects can be avoided. 	<p>The site is located in close proximity to the Kaikohe town centre which will encourage the use of walking and cycling within the township.</p>
<p>TRAN-P6 Provide flexibility for a reduction in on-site parking where it can be demonstrated that:</p> <ul style="list-style-type: none"> a. there are no adverse effects on public parking or the transport network; or b. there is a lower parking demand; or 	<p>The site is located within the Kaikohe town centre. This will encourage the use of other modes of transport such as walking and cycling.</p>

<ul style="list-style-type: none"> c. alternative modes of transport are provided for, if appropriate; or d. the reduction will protect cultural or heritage values. 	
<p>TRAN-P7 Only allow high traffic generating activities exceeding the thresholds in TRAN-Table 11 - Trip generation where these activities support the safe, efficient and effective use of transport infrastructure, as demonstrated through an integrated transport assessment (ITA). All ITAs should be completed by a suitably qualified and experienced transport professional.</p>	<p>N/A - The proposal will not result in high traffic generating activities.</p>
<p>TRAN-P8 Manage land use and subdivision to address the effects of the activity requiring resource consent, including (but not limited to) consideration of the following matters where relevant to the application:</p> <ul style="list-style-type: none"> a. the type and level of traffic anticipated; b. the location of high traffic activities and their relationship to existing roads and their status under the National Transport Network classification system, and adjacent properties; c. low impact design principles, including green spaces; d. safety requirements and improvements; e. the management of stormwater; f. any natural hazards; g. any cumulative effects arising from legally established activities in the surrounding environment; h. current and future connectivity including pathway and parking, and open space networks; 	<p>Already addressed in the policies above.</p>

<ul style="list-style-type: none"> i. any traffic assessment prepared by a suitably qualified and experienced transport professional; j. impacts on any State Highway or Limited Access Road; and k. any historical, spiritual or cultural association held by tangata whenua, with regard to the matters set out in Policy TW-P6. 	
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6.8 Public notification assessment (sections 95A, 95C-95D)

Section 95A specifies the steps the council is to follow to determine whether an application is to be publicly notified. These steps are addressed in the statutory order below.

Step 1: mandatory public notification in certain circumstances

No mandatory notification is required as:

- the applicant has not requested that the application is publicly notified (s95A(3)(a));
- there are no outstanding or refused requests for further information (s95C and s95A(3)(b)); and
- the application does not involve any exchange of recreation reserve land under s15AA of the Reserves Act 1977 (s95A(3)(c)).

Step 2: if not required by step 1, public notification precluded in certain circumstances

Public notification of an application that is a controlled activity, or a restricted discretionary, discretionary, or non-complying activity, but only if the activity is a boundary activity, is precluded by s95A (4) and 95A(5)(b)(i) and (iii).

The proposal is not a controlled activity or a boundary activity, therefore it is not precluded from public notification.

Step 3: if not precluded by step 2, public notification required in certain circumstances

The proposal is not an activity that requires public notification in accordance with a national environmental standard.

In accordance with Section 95D of the Act, the proposal is not considered to have more than minor adverse effects on the environment. Please refer to Section 6.4 of this report for further details.

Step 4: public notification in special circumstances

If an application has not been publicly notified as a result of any of the previous steps, then the council is required to determine whether special circumstances exist that warrant it being publicly notified (s95A(9)).

There is nothing exceptional or unusual about the application, and that the proposal has nothing out of the ordinary to suggest that public notification should occur.

Having undertaken the s95A public notification tests, the following conclusions are reached:

- Under step 1, public notification is not mandatory.
- Under step 2, public notification is not precluded, therefore assessment of the proposal has been undertaken under Step 3.
- Step 3 of the notification tests have been undertaken in accordance with Section 95D of the Act and all adverse effects resulting from the proposal will be no more than minor.
- Under step 4, there are no special circumstances that warrant the application being publicly notified.

It is therefore recommended that this application be processed without public notification.

6.9 Limited notification assessment (sections 95B, 95E-95G)

If the application is not publicly notified under s95A, the council must follow the steps set out in s95B to determine whether to limited notify the application. These steps are addressed in the statutory order below.

Step 1: certain affected protected customary rights groups must be notified

There are no protected customary rights groups or customary marine title groups affected by the proposed activity (s95B(2)).

Step 2: if not required by step 1, limited notification precluded in certain circumstances

The application is not precluded from limited notification as:

- the application is not for one or more activities that are exclusively subject to a rule or NES which preclude limited notification (s95B(6)(a)), and
- the application is not exclusively for one or both of the following: a controlled activity, other than a subdivision, that requires consent under a district plan (s95B(6)(b)).

Step 3: if not precluded by step 2, certain other affected persons must be notified

As this application is not precluded from limited notification and an assessment in accordance with Section 95E is required, please refer to Section 6.5. The assessment concludes that there are no affected persons and therefore limited notification is not warranted (s95B(8)).

Step 4: further notification in special circumstances

In addition to the findings of the previous steps, the council is also required to determine whether special circumstances exist in relation to the application that warrant it being notified to any other persons not already determined as eligible for limited notification.

There is nothing exceptional or unusual about the application, and that the proposal has nothing out of the ordinary run of things to suggest that notification to any other persons should occur.

Having undertaken the s95B limited notification tests, the following conclusions are reached:

- Under step 1, limited notification is not mandatory.
- Under step 2, there is no rule or NES that specifically precludes limited notification of the activities, and the application is for an activity other than those specified in s95B(6)(b).

- Under step 3, limited notification is not required as it is considered that the activity will not result in any adversely affected persons.
- Under step 4, there are no special circumstances that warrant the application being limited notified to any persons.

It is therefore recommended that this application be processed without limited notification.

7. STATUTORY FRAMEWORK

The statutory planning framework that applies to the proposed land development is set out in the Act.

7.1 Section 88 – Application

This application for land use and subdivision consent is submitted pursuant to Section 88 of the Resource Management Act 1991. The purpose of the Resource Management Act is “*to promote the sustainable management of natural and physical resources*” as set out in Part II of the Act. When considering an application, Council is required to have regard to the purpose and principals set out under Part II and Sections 5 – 8 of the Act. The actual or potential effects of the proposal on the environment are discussed in Section 5 of this report above.

Based on the assessment undertaken, it is submitted that the proposal will promote the sustainable management of natural and physical resources, meaning that the proposal is in alignment with the purpose of the Act.

7.2 Resource Management Act

The Act provides the statutory framework for the management of natural and physical resources. The purpose of the Act is to “*promote the sustainable management of natural and physical resources*” where sustainable management means:

“managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for the social, economic and cultural well-being and for their health and safety while –

(a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and

(b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and

(c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.”

Section 104 and Sections 105 to 108 apply to applications for resource consent and set out the matters, subject to Part 2, which must be considered when deciding an application.

7.3 Section 104B Assessment

The following section analyses the relevant statutory provisions that apply to the application and locality. Significantly, these are the provisions of the Resource Management Act 1991 (RMA) that relate to resource consents. The RMA sets out the statutory framework within which resource consents are managed in New Zealand. The framework sets out a hierarchy of tests that must be passed in order for resources to be utilised, either on a temporary or permanent basis.

Section 104 of the RMA sets out the matters for consideration when assessing a resource consent. Under Section 104(1) of the RMA, when considering an application for resource consent and any submissions received, the consent authority must, subject to Part 2, have regard to:

- (a) any actual or potential effects on the environment of allowing the activity; and
- (ab) any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity; and
- (b) any relevant provision of –
 - (i) a national environmental standard:
 - (ii) other regulations:
 - (iii) a National Policy Statement:
 - (iv) a New Zealand Coastal Policy Statement:
 - (v) a Regional Policy Statement or proposed regional policy statement:
 - (vi) a plan or proposed plan; and
- (c) Any other matter that the consent authority considers relevant and reasonably necessary to consider the application.

Overall, the proposed is to be considered as a non-complying activity. Section 104B states that a consent authority may grant or refuse the application, and if it grants the application, may impose conditions under Section 108 of the RMA. The following assessment addresses the relevant provisions. Note: the 104D assessment is also included in Section 7.5 below.

7.3.1 Section 104(1)(a) - Actual and potential effects on the environment

The actual and potential effects of the proposal on the environmental have been considered in Section 6 of this report, where it was concluded that the overall actual or potential effects on the environment will, subject to conditions, be less than minor.

7.3.2 Section 104(1)(ab) – Positive Effects and Offsetting or Compensation

The adverse effects associated with the proposal are considered to be less than minor therefore no offsetting or compensation is proposed.

7.3.3 Section 104(1)(b)(ii) – Other Regulations

Given the proposal gains access onto a State Highway, the Requiring Authority is required from New Zealand Transport Agency (NZTA). This approval has been commenced, however final comment is yet to be received.

7.3.4 Section 104(1)(b)(iv) – National Policy Documents and Standards

National Policy Statement on Urban Development 2020

The proposal strongly supports the objectives and policies of NPS:UD. Specific consideration has been given to those matters which are of particular importance below:

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

Response: The proposal supports compact housing in close proximity to essential services to provide for residents social and economic wellbeing.

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

Response: The proposal provides housing variety and supports affordability through increased opportunity in a location with high demand.

“Objective 3: *Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:*

- a) the area is in or near a centre zone or other area with many employment opportunities*
- b) the area is well-serviced by existing or planned public transport*
- c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*”

Response: The proposal increases opportunity for people to live within a growing urban environment, close to employment and where reliance on vehicles can be reduced through use of alternative transportation such as walking and biking.

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

Response: The proposal will create a compact, high-quality environment that adheres to the amenity values traditionally applied to suburban residential areas while providing for the changing needs of urban areas in New Zealand. The proposal reflects the need to promote density in locations that are suitable to prevent urban sprawl.

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

Response: The principles of the treaty have been taken into account, noting that there are the natural features on the site such as native vegetation which will be retained where possible.

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

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

Response: The proposal provides housing supply while achieving a high-quality design that will contribute positively to the wider environment and integrate with the recent residential development that has occurred within nearby locations.

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

“Objective 8: *New Zealand’s urban environments: support reductions in greenhouse gas emissions; and are resilient to the current and future effects of climate change.”*

Response: The proposal supports the reduction of greenhouse gas emissions by encouraging walking, and the use of bicycles.

New Zealand Coastal Policy Statement

The New Zealand Coastal Policy Statement (NZCPS) is not considered relevant to this application. The purpose of the NZCPS is to state policies in order to achieve the purpose of the Act, in relation to the coastal environment of New Zealand.

The application site is not located within the coastal environment and does not include any part of the Coastal Marine Area. However, the potential for adverse effects on the downstream coastal environment have been considered through this application and to avoid sediments entering the marine environment adequate sediment control will be provided on site. Accordingly, the proposal is not inconsistent with the NZCPS.

7.4 Regional Policy Statement for Northland 2016

It is considered that this proposal is in accordance with the high-level policy matters set out in the Regional Policy Statement for Northland. Specific consideration has been given to those matters which are of particular importance below:

Section 3.6 Economic Activities – Reverse sensitivity and sterilisation

“The viability of land and activities important for Northland’s economy is protected from the negative impacts of new subdivision, use and development, with particular emphasis on either: (a) Reverse sensitivity for existing: (i) Primary production activities; (ii) Industrial and commercial activities;...”

Response: The proximity of the development to industrial activities may create potential for reverse sensitivity, with complaints about noise, smells and lighting. The proposed dwellings are located a reasonable distance from the interface with the industrial zone so no adverse reverse sensitivity effects are anticipated.

There are larger parcels of Rural Zone further to the east, south and west of the site. The proposed dwellings are located a reasonable distance from the interface with the Rural Zone so no adverse reverse sensitivity effects are anticipated.

Section 3.11 – Regional form

“Northland has sustainable built environments that effectively integrate infrastructure with subdivision, use and development, and have a sense of place, identity and a range of lifestyle, employment and transport choices.”

Response: The proposal is considered to positively contribute to providing a sustainable urban environment, providing for higher density where there are services and infrastructure, employment choice and opportunities to utilise alternative transportation options (reducing reliance on cars). The proposed development has been architectural design and includes quality landscaping to create a sense of place and a distinctive residential character.

7.5 Section 104D – Particular Restrictions for Non-Complying Activities

Pursuant to Section 104D, there are particular restrictions that apply for Non-Complying Activities. These are as follows:

- a) the adverse effects of the activity on the environment (other than any effect to which section 104(3)(a)(ii) applies) will be minor; or
- b) the application is for an activity that will not be contrary to the objectives and policies of—
 - (i) the relevant plan, if there is a plan but no proposed plan in respect of the activity; or
 - (ii) the relevant proposed plan, if there is a proposed plan but no relevant plan in respect of the activity; or
 - (iii) both the relevant plan and the relevant proposed plan, if there is both a plan and a proposed plan in respect of the activity.

As outlined within Section 6 of this report, the proposal will pass the section 104D gateway test as the effects on the environment will be less than minor. Notwithstanding this, the assessment within Section 6.7 of this report has demonstrated that the proposal will not be contrary to the objectives and policies of the FNDC.

7.6 The Matters in Part II of the Act

The purpose of the Resource Management Act is “*to promote the sustainable development of natural and physical resources*” as set out in Part II of the Act. When considering an application, Council is required to have regard to the purpose and principals set out under Part II and Sections 5 – 8 of the Act.

Section 5 of the Act sets out the overarching purpose of the Act, which is the sustainable management of natural and physical resources, in a manner which ensures that effects on the environmental are avoided, remedied, or mitigated. It is considered that the proposal enables a sustainable use of resource, infrastructure, and land, and does not contradict Section 5.

Section 6 sets out matters of national importance. The following comments are in regard to the matters listed in Section 6:

- No coastal environment is associated with the site and the site is not located in close proximity to any water bodies.
- There are no identified outstanding natural features or landscapes relevant to the subject property.
- There are no areas of significant indigenous vegetation or significant habitats of indigenous fauna on the land.
- No public access issues are associated with the land.
- No areas of cultural or historic heritage value, or protected customary rights are identified as being associated with the land.
- There are no identified natural hazards associated with the subject site.

Section 7 sets out “other matters” that need to be given regard. It is considered that the proposal is not contrary to the achievement of any of the matters listed in Section 7, as:

- The proposal will enable an efficient use and development of the residentially zoned land.

- The proposal will have minor and temporary effects on the amenity values associated with the immediate area. These are considered acceptable.
- There are no significant ecological values associated with the site.
- The proposal will enable and encourage alternative transport uses to private vehicles to assist in reducing effects from climate change.

Section 8 requires the principles of the Treaty of Waitangi to be upheld. It is considered that the proposal is not contrary to any of the matters in Section 8.

Based on the assessment undertaken, it is submitted that the proposal will promote the sustainable management of natural and physical resources, meaning that the proposal is in alignment with the purpose of the RMA.

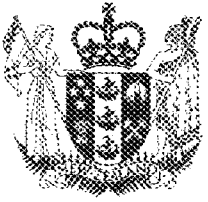
8. CONCLUSION

It is proposed to construct 13 dwellings at 12-26 Mangakahia Road, Kaikohe. This includes associated civil engineering works, earthworks and Requiring Authority approval. The development will also be subject to a subsequent fee simple subdivision. The application is assessed as a **Non-Complying Activity**, for the reasons outlined in section 5.

Based on the discussion under Section 6 and 7 above, it is considered that any actual or potential environmental effects that may result from granting consent to the proposal will be less than minor and that no external parties will be adversely affected.

Therefore, with respect, we ask that Council grants consent for the proposed subdivision and land use activity on a non-notified basis subject to appropriate conditions.

* END *



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier **53012**
Land Registration District **North Auckland**
Date Issued 08 October 2002

Prior References

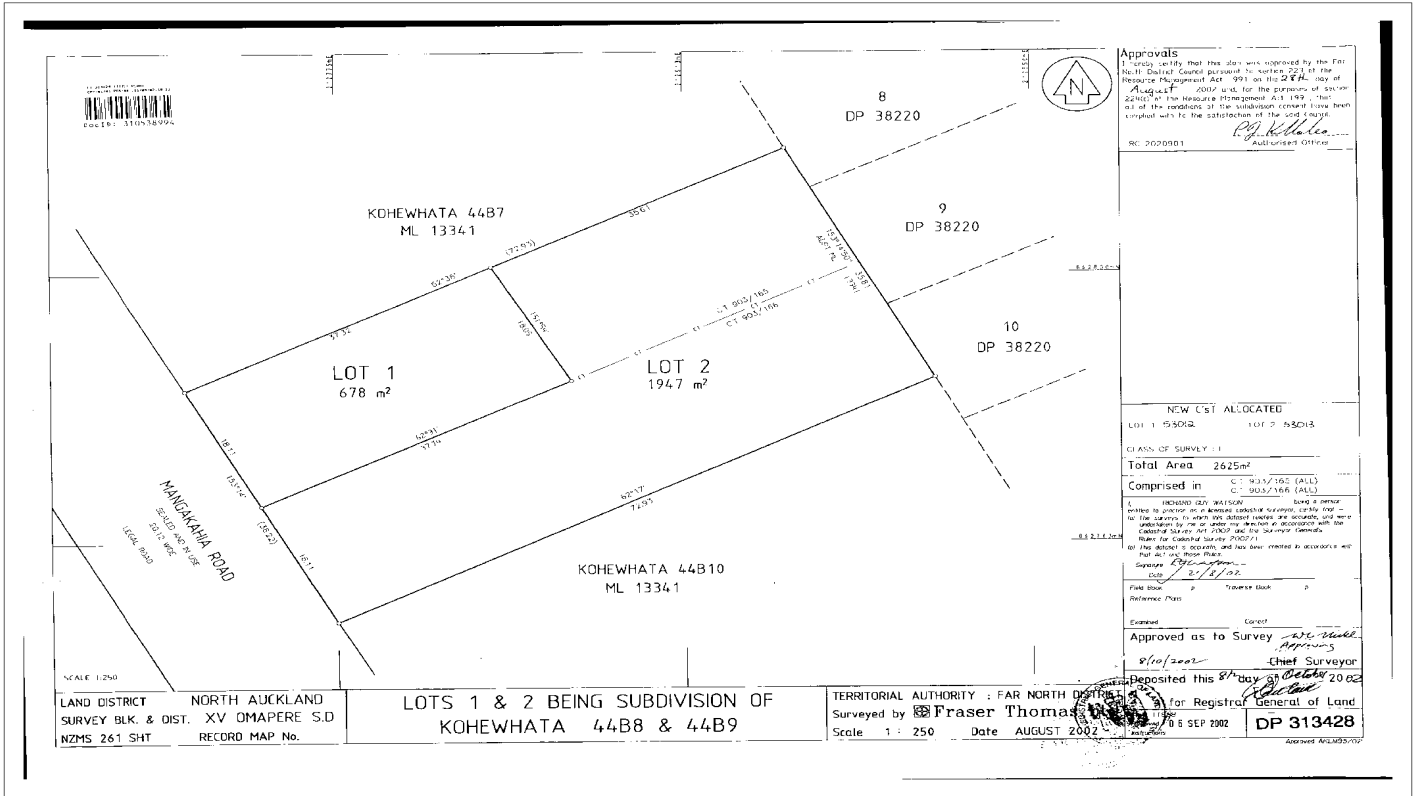
NA903/165

Estate	Fee Simple
Area	678 square metres more or less
Legal Description	Lot 1 Deposited Plan 313428

Registered Owners

Te Runanga A Iwi O Ngapuhi

Interests



Approvals
 I hereby certify that this plan was approved by the Far North District Council pursuant to section 221 of the Resource Management Act 1991 on the 28th day of August 2002 for the purposes of section 221(1) of the Resource Management Act 1991. That all of the conditions of the subdivision consent have been complied with to the satisfaction of the Council.
P. J. K. K. K.
 Authorised Officer
 RC 20020801

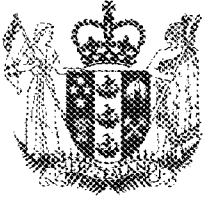
NEW C'ST ALLOCATED	
LOT 1 55002	LOT 2 182018
CLASS OF SURVEY - I	
Total Area 2625m²	
Comprised in	C 1 903/166 (ALL)
	C 2 903/166 (ALL)
<small> (b) The survey is a subdivision of land and is subject to the provisions of the Resource Management Act 1991 and the Rules for Cadastral Survey 2002/11. (c) The survey is a subdivision of land and has been created in accordance with Part 4 of the Resource Management Act 1991. Surveyor <i>P. J. K. K. K.</i> Date <i>21/8/02</i> Filed Book <i>P</i> Volume Book <i>P</i> Reference Plan <i>P</i> Entered <i>P</i> Corrected <i>P</i> Approved as to Survey <i>P. J. K. K. K.</i> <i>21/08/2002</i> Chief Surveyor Deposited this 21st day of <i>August</i> 2002 for Registrar General of Land 18 SEP 2002 DP 313428 </small>	

LAND DISTRICT NORTH AUCKLAND
 SURVEY BLK. & DIST. XV OMAPERE S.D.
 NZMS 261 SH1 RECORD MAP No.

LOTS 1 & 2 BEING SUBDIVISION OF
 KOHEWHATA 44B8 & 44B9

TERRITORIAL AUTHORITY : FAR NORTH DISTRICT
 Surveyed by *Fraser Thomas*
 Scale 1 : 250 Date AUGUST 2002

DP 313428



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier **53013**
Land Registration District **North Auckland**
Date Issued 08 October 2002

Prior References

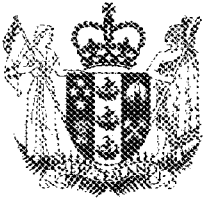
NA903/165 NA903/166

Estate Fee Simple
Area 1947 square metres more or less
Legal Description Lot 2 Deposited Plan 313428

Registered Owners

Te Runanga A Iwi O Ngapuhi Trust Board

Interests



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier NA903/167
Land Registration District North Auckland
Date Issued 04 June 1948

Prior References

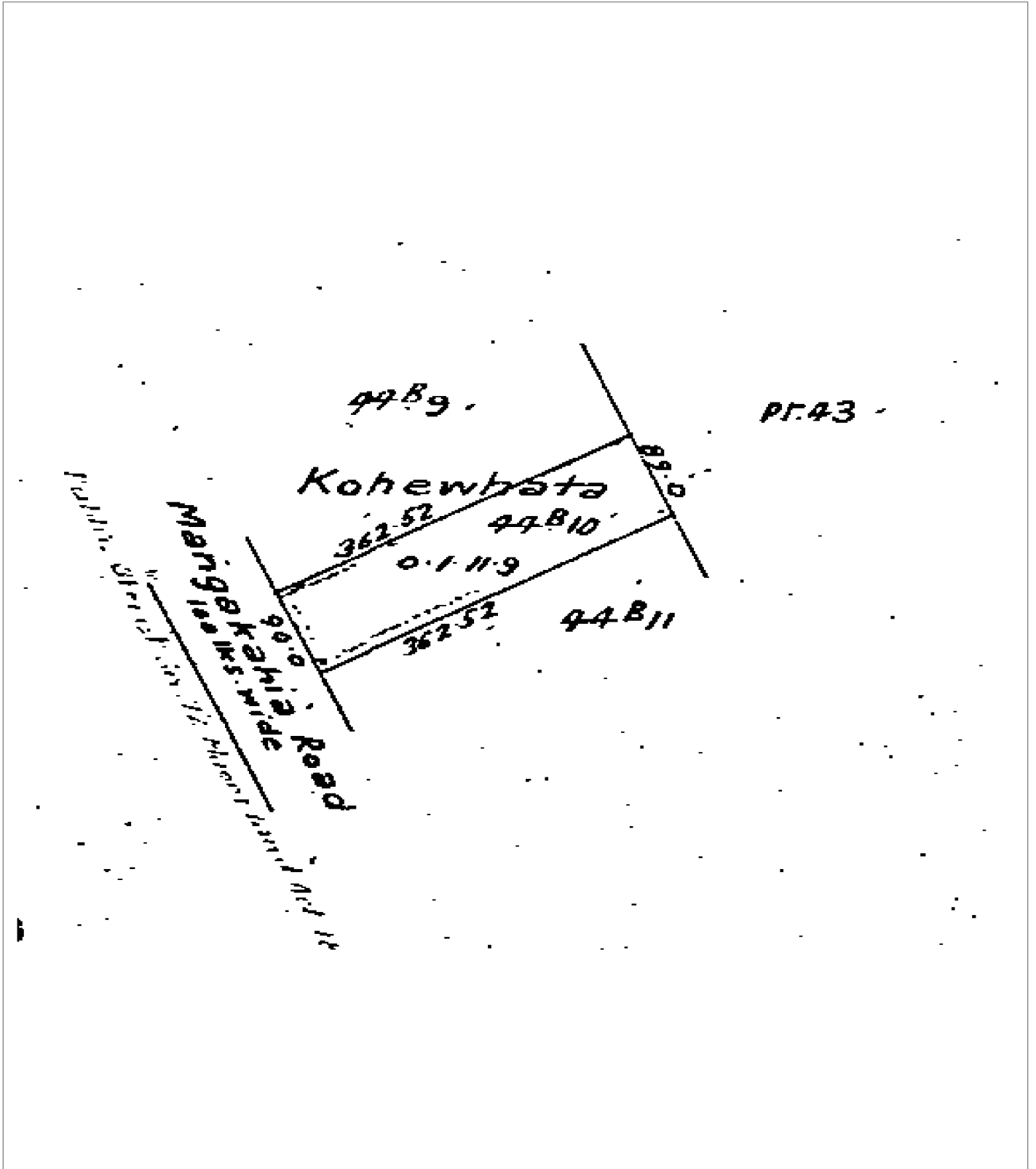
NAPR194/52

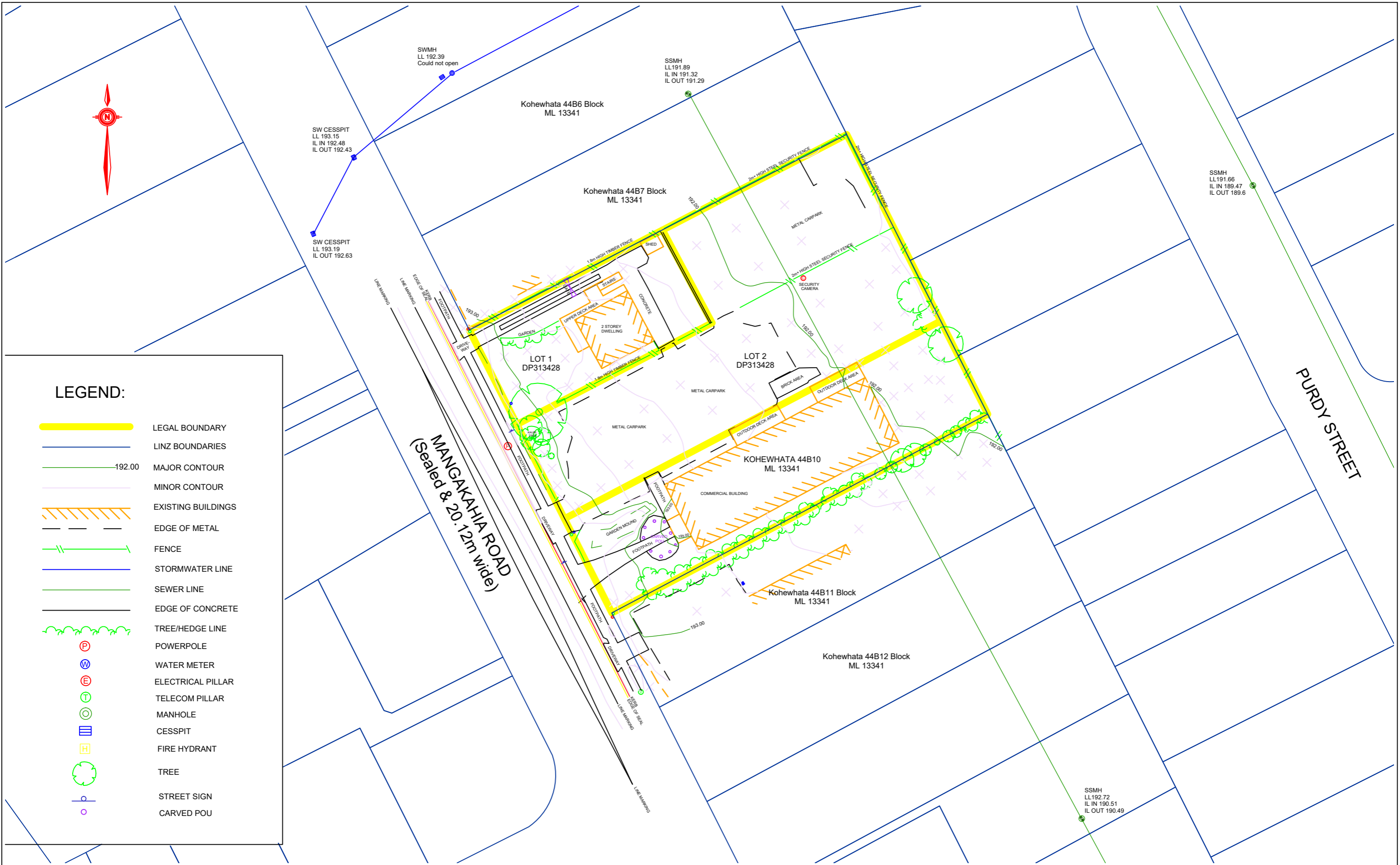
Estate	Fee Simple
Area	1313 square metres more or less
Legal Description	Kohewhata 44B 10 Block

Registered Owners

Te Runanga A Iwi O Ngapuhi Trust Board

Interests





LEGEND:

- LEGAL BOUNDARY
- LINZ BOUNDARIES
- MAJOR CONTOUR
- MINOR CONTOUR
- EXISTING BUILDINGS
- EDGE OF METAL
- FENCE
- STORMWATER LINE
- SEWER LINE
- EDGE OF CONCRETE
- TREE/HEDGE LINE
- POWERPOLE
- WATER METER
- ELECTRICAL PILLAR
- TELECOM PILLAR
- MANHOLE
- CESSPIT
- FIRE HYDRANT
- TREE
- STREET SIGN
- CARVED POU

REVISION HISTORY:			
#	DATE	DESCRIPTION	APPROVED
1			
2			
3			
4			

NOTES:

- Levels are in terms of ONE TREE POINT
- Horizontal data is in MT EDEN 2000
- All underground and above services may not be surveyed or shown on this plan.
- Please consult Service Providers before carrying out any excavation or construction.
- Taiao Surveyors accepts no responsibility for services omitted by this survey.
- Contours are at MINOR 0.25m MAJOR 1.0m intervals.

Prepared By:		
	BY	DATE
SURVEY	AR	25/06/2024
DRAWN	AR	19/07/2024
CHECKED	LS	22/07/2024
REVIEWED		



TAIAO SURVEYORS
ENGINEERING SURVEYING
480 Karikeri Rd, Karikeri, Northland 0293
Phone: 021 1124021
Email: taiaosurveyors@gmail.com

Client:
TE RUNANGA-A-IWI-O-NGAPUHI
16 MANGAKAHIA ROAD
KAIKOHE

Agent:
GEMSCOTT LTD
Ara Tai Road, Level 1, The Promenade Building
PO Box 54 051, The Marina, Half Moon Bay, Auckland 2144

TITLE:		
TOPOGRAPHICAL SURVEY OF TE RUNANGA-A-IWI-O-NGAPUHI OFFICES 12-16 MANGAKAHIA ROAD, KAIKOHE		
This drawing shall not be reproduced or copied in whole or in part or used for any purpose other than originally intended, without the permission of Taiao Surveyors.		JOB: 202421
SCALE: 1:600 @ A3		SHEET 1
PROJECT FILE: Ngapuhi Offices Topo		REVISION



Applicant: Gemscott Kaikohe Limited
Comprised In: 53012, 53013, NA903/167
Local Authority: Far North District Council
Total Area: 3938m²

Notes:
 Unless stated otherwise, all vegetation and structures are to be removed.
 Topographical data received from third party.
 Imagery from LINZ Data Service.

- Notes:**
- Changes may occur to the layout of the proposal shown as a result of the Resource Consent Conditions.
 - Areas and dimensions on this plan may be subject to change following field survey.
 - The copyright and intellectual property rights for the information shown on this plan remain the property of CKL NZ Ltd.
 - This plan has been prepared only for the purpose of illustrating an application for resource consent. It should not be used for any other purpose.

FOR RESOURCE CONSENT

C:\ProgramData\12D\Synergy\data\CKL-AZU-SYN-1\CI 1 - Subdivision_26197\01_Resource Consents\Modelling\CAD DWGS\App Plan\A24056-RC-APP-1500-KAIKOHE



CKL
 Planning | Surveying | Engineering | Environmental



GEMSCOTT
 BUILDING PARTNERSHIPS

APPLICATION PLAN
12,14 & 16 MANGAKAHIA ROAD
KAIKOHE

PROPOSED SUBDIVISION OF
KOHEWHATA 44B10 BLOCK & LOTS 1
& 2 DP 313428-EXISTING SITE PLAN

Issue	Description	Checked	Date	Designed:	Date	Scale:
0	Initial		06.08.24			1:300 <small>(A3 Original)</small>
				Drawn: SMR	05.08.24	
				Checked: MRD	06.08.24	
				Job No:	Dwg No:	Rev:
				A24056	1500	0

Applicant: Gemscott Kaikohe Limited
Comprised In: 53012
 53013
 NA903/167
Local Authority: Far North District Council
Total Area: 3938m²

Notes:
 Layout shown is at ground floor.
 Refer to dwg 1502 & 1503 for subdivision details.
 Refer to dwg 1504 for schedules and conditions.
 Refer to eng dwgs for site servicing and drainage details.

Key

Proposed Dwelling	
Decking/Ramps/Steps	
Footpath	
Driveway	
Carparking	
Turning Area	
Landscaping	

- Notes:**
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FOR RESOURCE CONSENT



Kohewhata
 44B7 Block
 10 Mangakahia Road

Kohewhata
 44B11 Block
 18 Mangakahia Road

Mangakahia Road

APPLICATION PLAN
12,14 & 16 MANGAKAHIA ROAD
KAIKOHE

PROPOSED SUBDIVISION OF
KOHEWHATA 44B10 BLOCK & LOTS 1
& 2 DP 313428-PROPOSED SITE LAYOUT

Issue	Description	Checked	Date	Designed:	Date	Scale:
1	Amend lot 6, 7 & 27 bndys	SMR	07.08.24			1:300 (A3 Original)
0	Initial		06.08.24	SMR	05.08.24	
				Checked:	MRD 06.08.24	
				Job No:	Dwg No:	Rev:
				A24056	1501	1



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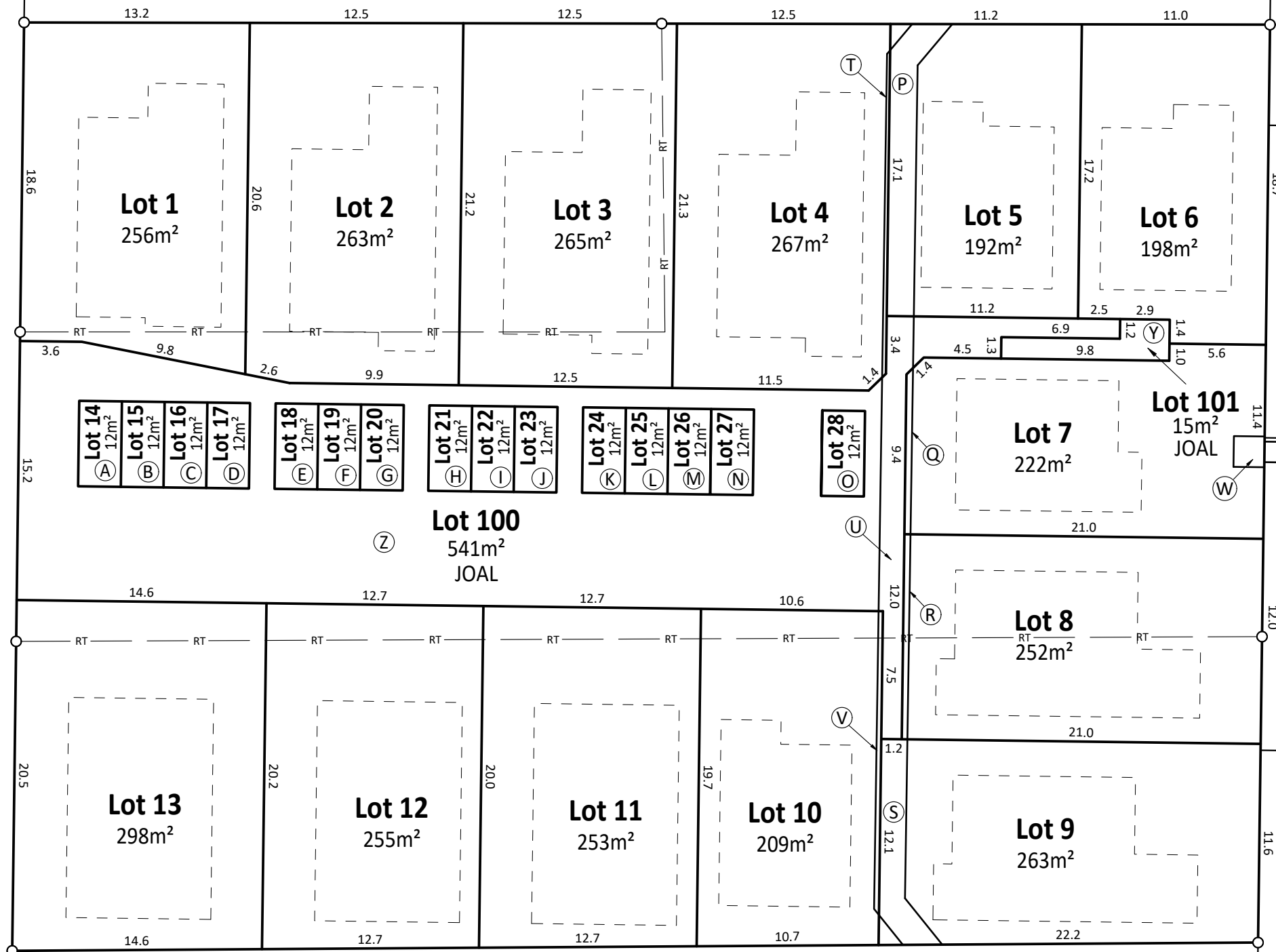
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Mangakahia Road

Kohewhata
44B7 Block
10 Mangakahia Road



Applicant: Gemscott Kaikohe Limited
Comprised In: 53012, 53013, NA903/167
Local Authority: Far North District Council
Total Area: 3938m²

Notes:
 Layout shown is at ground floor.
 Refer to dwg 1504 for schedules and conditions.
 Lots 14-28 are carparking lots - 5m x 2.5m.
 Easements in gross will be provided to the relevant service providers if required.

- Notes:**
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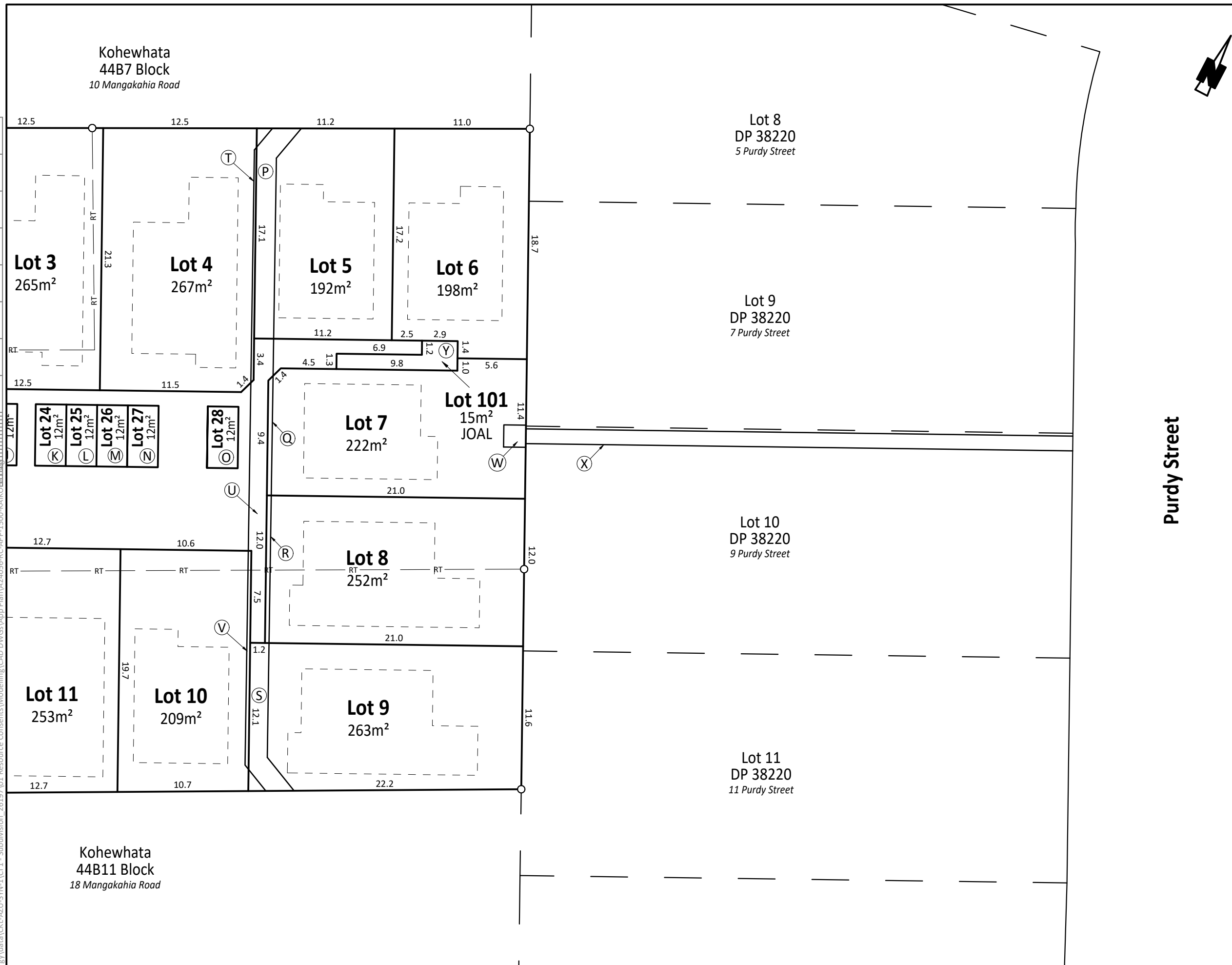


APPLICATION PLAN
12,14 & 16 MANGAKAHIA ROAD
KAIKOHE

PROPOSED SUBDIVISION OF
KOHEWHATA 44B10 BLOCK & LOTS 1
& 2 DP 313428-PROPOSED SITE DETAILS

Issue	Description	Checked	Date	Designed:	Date	Scale:
2	Added Easements	SJR	27.08.24			1:300 (A3 Original)
1	Amend lot 6, 7 & 27 bndys	SMR	07..08.24	Drawn: SMR	05.08.24	
0	Initial		06.08.24	Checked: MRD	06.08.24	
		Job No:		Dwg No:		Rev:
		A24056		1502		2

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Applicant: Gemscott Kaikohe Limited
Comprised In: 53012, 53013, NA903/167
Local Authority: Far North District Council
Total Area: 3938m²

Notes:
 Layout shown is at ground floor.
 Refer to dwg 1503 for schedules and conditions.
 Lots 14-28 are carparking lots - 5m x 2.5m.
 Easements in gross will be provided to the relevant service providers if required.

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 A: 139 Carleton Gore Rd, Newmarket
 P: 09 524 7029
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APPLICATION PLAN
12,14 & 16 MANGAKAHIA ROAD
KAIKOHE

PROPOSED SUBDIVISION OF
KOHEWHATA 44B10 BLOCK & LOTS 1
& 2 DP 313428-PROPOSED SITE DETAILS

Issue	Description	Checked	Date	Designed:	Date	Scale:
0	Additional Sheet for Easements	SJR	27.08.24	Drawn: RP	05.08.24	1:300 (A3 Original)
				Checked: SJR	06.08.24	
				Job No:	Dwg No:	Rev:
				A24056	1503	0

Land Registration District

Plan Number

North Auckland

Territorial Authority (the Council)

Far North District Council

Land Registration District

Plan Number

North Auckland

Territorial Authority

Far North District Council

Schedule of Easements

Purpose	Shown	Burdened Land (Servient Tenement)	Benefited Land (Dominant Tenement)
Right of Way Right to Convey Electricity Right to Convey Telecommunications Right to Convey Water Right to Drain Water Right to Drain Sewage	Z	Lot 100	Lots 1 - 13
Right to Convey Electricity Right to Convey Telecommunications Right to Convey Water Right to Drain Water Right to Drain Sewage	A	Lot 14	Lots 1 - 13
	B	Lot 15	
	C	Lot 16	
	D	Lot 17	
	E	Lot 18	
	F	Lot 19	
	G	Lot 20	
	H	Lot 21	
	I	Lot 22	
	J	Lot 23	
	K	Lot 24	
	L	Lot 25	
	M	Lot 26	
	N	Lot 27	
O	Lot 28		
Right of Way	Z	Lot 100	Lots 14 - 28
	Y	Lot 101	Lots 6 & 7

Schedule of Easements in Gross

Purpose	Shown	Servient Tenement (Burdened Land)	Grantee
Right to Drain Sewage	P	Lot 5	Far North District Council
	Q	Lot 7	
	R	Lot 8	
	S	Lot 9	
	T	Lot 4	
	U	Lot 100	
Right to Drain Water	V	Lot 10	Top Energy
	W	Lot 7	
Right to Convey Electricity	X	Lot 10 DP 38220	Top Energy
	Z	Lot 100	
	Y	Lot 101	

Amalgamation Conditions

That Lot 100 (legal access) be held as to thirteen undivided 1/13th shares by the owners of Lots 1-13 hereon as tenants in common in the said shares and that individual records of title be issued in accordance therewith.

That Lot 101 (legal access) be held as to two undivided 1/2 shares by the owners of Lots 6 & 7 hereon as tenants in common in the said shares and that individual records of title be issued in accordance therewith.

That Lots 1, 14 and 15 hereon be held in the same record of title.
That Lots 2, 16 and 17 hereon be held in the same record of title.
That Lots 3, 18 and 19 hereon be held in the same record of title.
That Lots 4, 20 and 21 hereon be held in the same record of title.
That Lots 5 and 22 hereon be held in the same record of title.
That Lots 6 and 27 hereon be held in the same record of title.
That Lots 7 and 28 hereon be held in the same record of title.
That Lots 8, 23 and 24 hereon be held in the same record of title.
That Lots 9, 25 and 26 hereon be held in the same record of title.

Applicant: Gemscott Kaikohe Limited
Comprised In: 53012
53013
NA903/167
Local Authority: Far North District Council
Total Area: 3938m²

Notes:

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APPLICATION PLAN
12,14 & 16 MANGAKAHIA ROAD
KAIKOHE

PROPOSED SUBDIVISION OF
KOEHWATA 44B10 BLOCK & LOTS 2
SCHEDULES AND CONDITIONS

Issue	Description	Checked	Date	Designed:	Date	Scale:
1	Amended Schedule	SJR	27.08.24			NA
0	Initial		06.08.24	SMR	26.08.24	(A3 Original)
				Checked: MRD	26.08.24	
				Job No:	Dwg No:	Rev:
				A24056	1504	1



Resource Consent Drawing List	
RC-000	Cover Page
RC-005	Landscape legend - Soft landscape
RC-007	Landscape legend - Hard Landscape elements
RC-010	Location Plan
RC-011	Zoning Plan
RC-012	Context Plan
RC-015	Existing Site Plan
RC-020	Urban Design Diagram - Proposed Site Plan
RC-021	Proposed Site and Landscape Plan
RC-022	Proposed Ground Floor Plan
RC-023	Proposed Roof Plan
RC-024	Typology Plan
RC-025	Site Coverage
RC-026	Site Coverage - Summary
RC-030	Site Long Sections
RC-031	Site Cross Sections
RC-032	Site Cross Sections
RC-035	Sections - HIRB
RC-038	Exterior Material Colour Schemes
RC-039	Exterior Material Colour Schemes
RC-040	External Elevations
RC-041	External Elevations
RC-042	Internal Elevations
RC-043	Internal Elevations
RC-051	Perspective View - Street View
RC-054	Perspective View - Unit 1 & pedestrian entry to site
RC-055	Perspective View - Units 1,2 & 3
RC-056	Perspective View - JOAL - Units 11, 12 & 13
Grand total: 28	

Drawing List – Typologies	
RC-2010	2 Bed - single level - Type 2F - Floor Plans
RC-2020	2 Bed - single level - Type 2G - Floor Plans
RC-3330	3 Bed - single level - Type D - Floor Plans
RC-3350	3 Bed - single level - Lot 1 - Floor Plans
RC-3360	3 Bed - single level - Lot 13 - Floor Plans
RC-3380	3 Bed - single level - Type F - Floor Plans
Grand Total: 6	

Project Name:

Mangakahia Road

Project Address:

12-16 Mangakahia Road, Kaikohe

Client Name:

Gemscott Kaikohe Limited

Project Number: 2415

Project Date: September 2024

Level 4, SKHY
 38 Khyber Pass Road,
 Grafton, Auckland
 09 302 3689
 PO Box 44376
 Point Chevalier
 Auckland 1022
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Revision & Date

○ A Resource Consent	B	2024-08-30
○ B Resource Consent		2024-09-17

Soft Landscaping			
Symbol			
Plan	Elevation	Plan	Elevation
			-Hedge
			-Low-level Planting
			-Planted Lawn
		Existing Kauri Tree to be retained	

Note: All hard and soft landscape elements are shown indicatively on plans. Please refer to Greenwood's documentation's and drawings for further information.

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Project Name
Mangakahia Road
 Project Address
 12-16 Mangakahia Road, Kaikohe
 Drawing Scale @ A1 =
 1 : 100
 Half scale for reduced A3 drawings

 Revision & Date
 A Resource Consent 2024-08-30
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 Drawing No:
RC-005
 Project No: 2415
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Project Name
Mangakahia Road

Project Address
 12-16 Mangakahia Road, Kaikohe




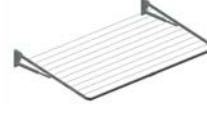
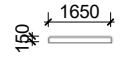








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 Half scale for reduced A3 drawings




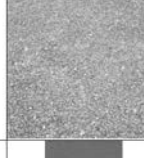

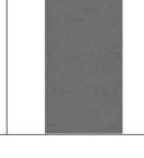


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Drawing No:
RC-005
 Project No: 2415
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Revision
A

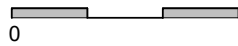
Utility Component		
Component	Description	Example Image
Letter Box		
 Letter box bank	Proprietary letter box. To be weather-tight and resistant to corrosion. Letter box to include latch, address/ unit number, hinges and a securable lock.	
Washing Lines		
	To be fixed at a height of 1.8m above ground Austral compact fold down 2.4m x 0.94m (28.5m hanging Space).	
Wheel Stop		
	Vanguard rubber wheel stop, 1650mm, recycled	
Light Bollards		
	JOAL and footpath lighting bollards - 600mm timber bollard with light or similar	
	Unit lighting bollards - 900mm timber bollard with light and unit signifying numbers	
Sheds		
 	Garden Master Shed, Colorsteel finish. Fixed to ground to avoid uplift. 1.53m x 1. or Garden Storage Box	
Fence Tanks		
	Fence tanks 1000L.	

Hard & Permeable Surfaces		
Reference	Description	Example Image
Hard/ Permeable Surfaces		
C1 	Standard concrete mix broom finished	
C2 	Standard Concrete mix with exposed aggregate finish. Sawcut to pattern shown on plan	
P2 	Permcon permeable concrete topping to have dark oxide e.g. allied concrete colour "pepper" or similar. Sawcut 300 x 300mm pattern or as determined by civil engineer.	
Timber Decking		
D1 	Pine decking laid with grooved edge facing down.	

Fencing and Barriers		
Note on Safety Fencing: All falls of 500mm or more require a 1100mm high safety from falling barrier. Where a fence is acting as a safety from falling barrier, all fixings, max openings and loading requirements are to meet NZBC F4.		
Reference	Description	Example Images
	1.8m Fencing	Note: Please refer to Greenwood's documentation and drawings for further information on fencing types
	1.2m-1.5m Fencing	
	Screening	

Note:
 - All hard and soft landscape elements are shown indicatively on plans. Please refer to Greenwoods documentation's and drawings for further information.
 - Refer to Civil Engineers documents for earth works, site services and final surface levels.

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Project Name
Mangakahia Road
 Gemscott Kaikohe Limited
 Drawing Title
Location Plan

Project Address
 12-16 Mangakahia Road, Kaikohe

Drawing Scale @ A1 =
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 Half scale for reduced A3 drawings

 Scale: 1:10000 @ A3

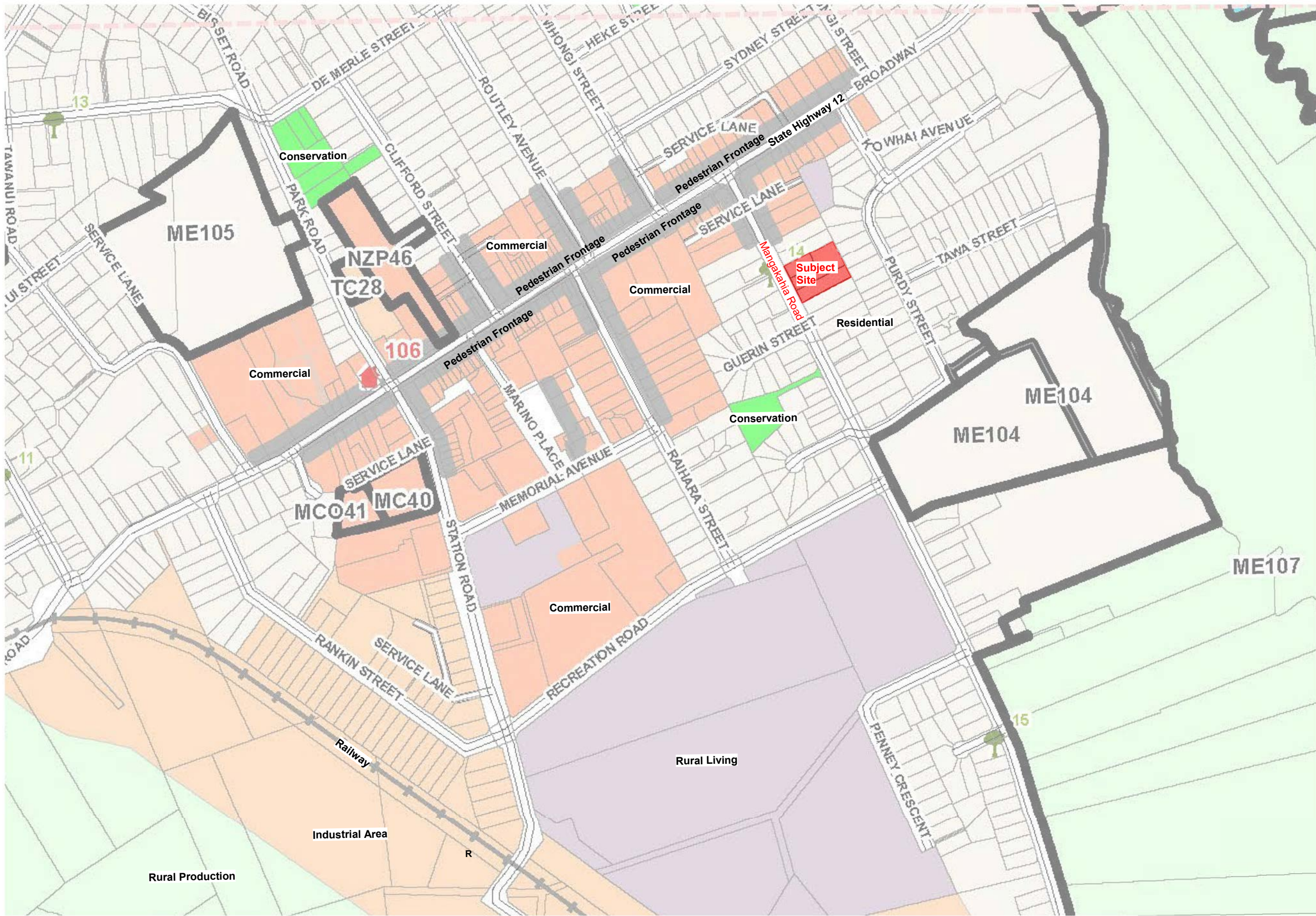


Revision & Date
 ○A Resource Consent 2024-08-30

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 Project No: 2415

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Project Name
Mangakahia Road
 Gemscott Kaikohe Limited
 Drawing Title
Zoning Plan

Project Address
 12-16 Mangakahia Road, Kaikohe

Drawing Scale @ A1 =
 1 : 2500
 Half scale for reduced A3 drawings

 Scale: 1:5000 @ A3



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Drawing No: **RC-011** Revision **A**
 Project No: 2415
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Town Planning Summary	
Far North District Plan Section 6 - Residential Zone	
7.6.5.1.4 Building Height	
8m	
7.6.5.1.5 Sunlight	
2m + 45°	
7.6.5.1.6 Stormwater Management	
The maximum proportion of the gross site area covered by buildings and other impermeable surfaces	
50%.	
7.6.5.1.7 Set Back from Boundaries	
Road boundaries	3m
Minimum 50% landscaping required in the front 2m from road boundary	
Other boundaries.	1.2m
7.6.5.1.17 Building Coverage	
45%	

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Project Name
Mangakahia Road
 Gemscott Kaikohe Limited
 Drawing Title
Context Plan

Project Address
 12-16 Mangakahia Road, Kaikohe

Drawing Scale @ A1 =
 As indicated
 Half scale for reduced A3 drawings

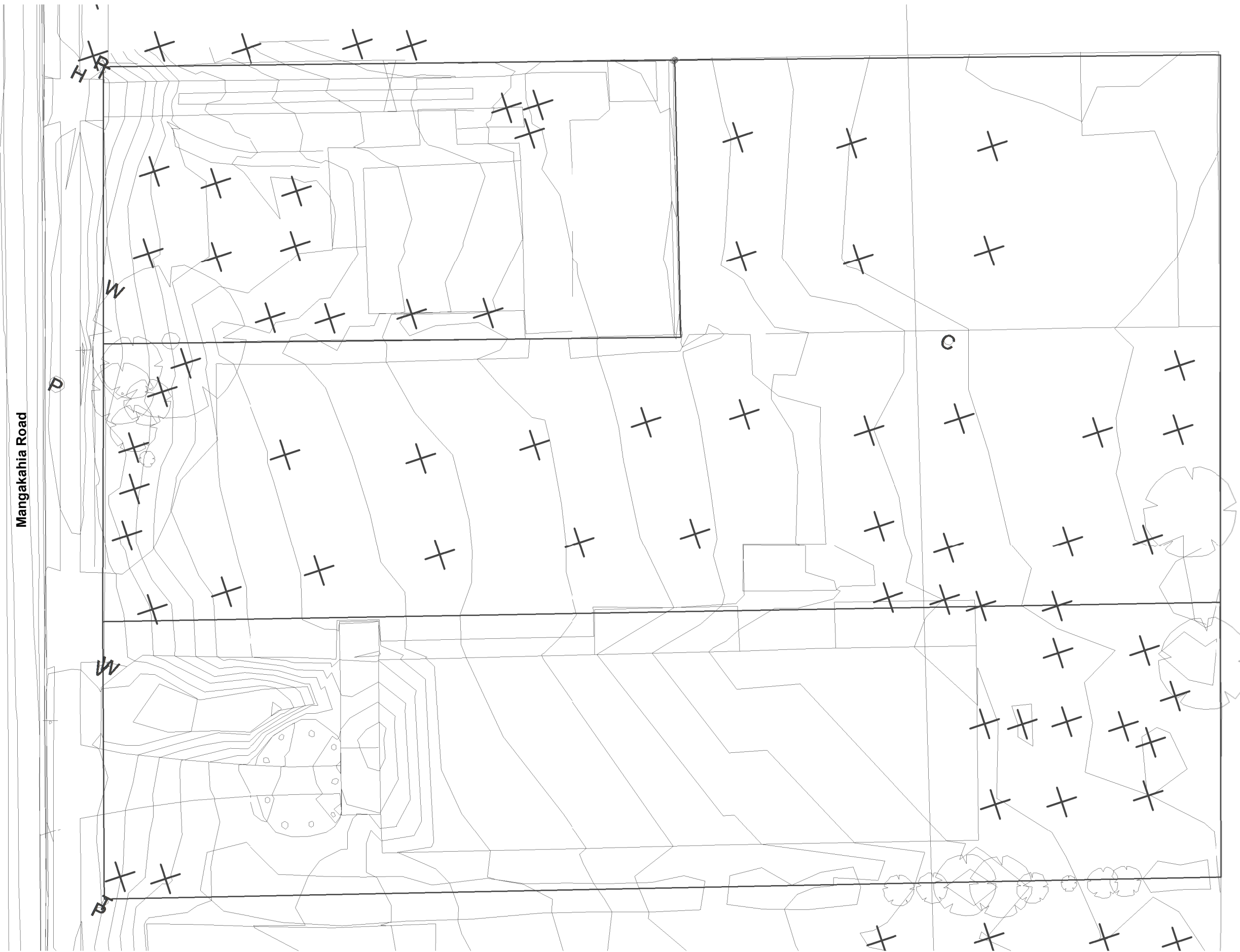
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Project Name
Mangakahia Road
 Gemscott Kaikohe Limited
 Drawing Title
Existing Site Plan

Project Address
 12-16 Mangakahia Road, Kaikohe

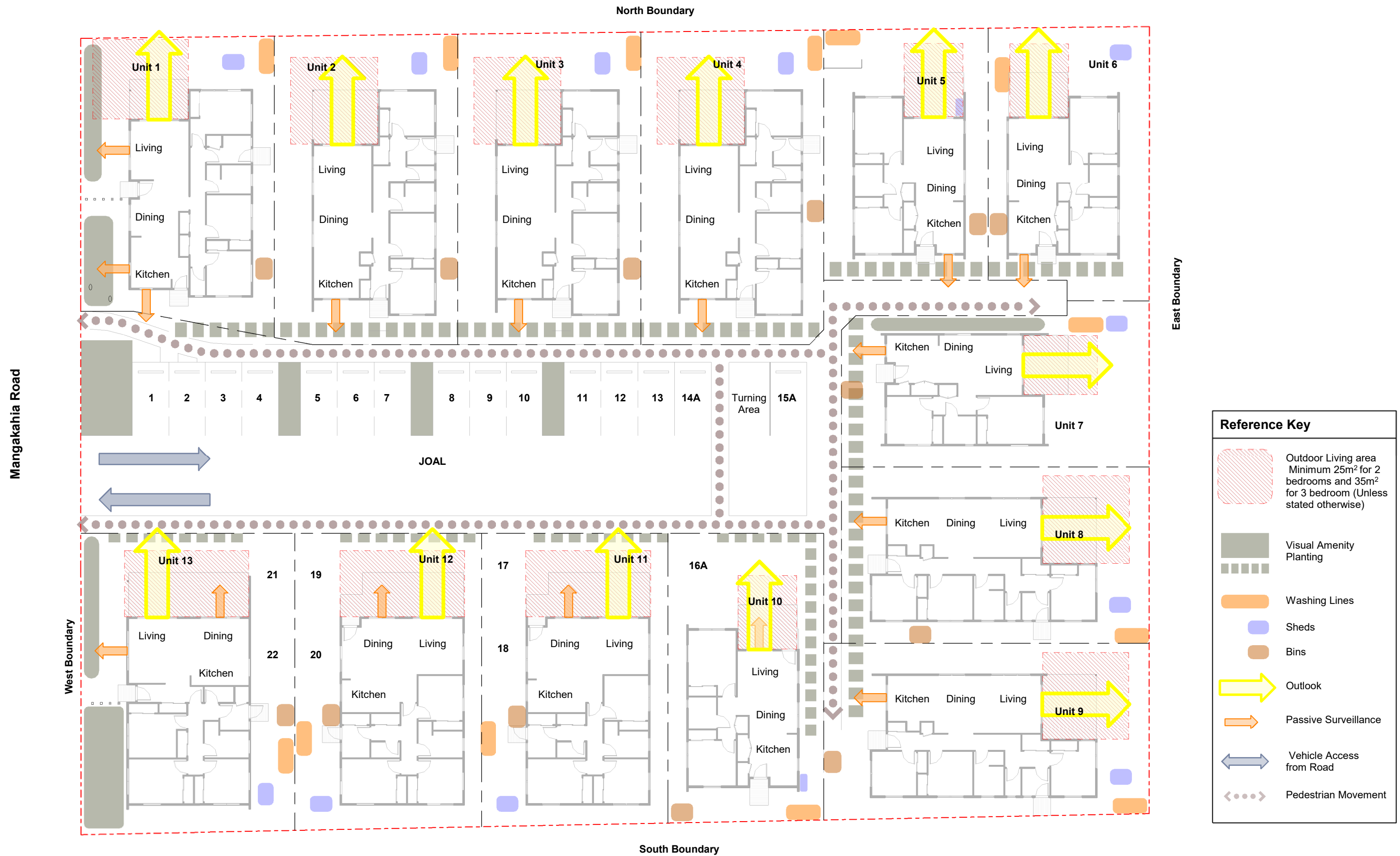
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 Half scale for reduced A3 drawings
 0 2.5 5.0 7.5m
 Scale: 1:250 @ A3



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Drawing No: **RC-015** Revision **A**
 Project No: 2415
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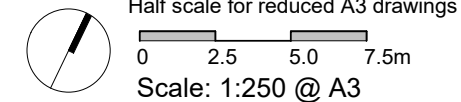


Reference Key	
	Outdoor Living area Minimum 25m ² for 2 bedrooms and 35m ² for 3 bedroom (Unless stated otherwise)
	Visual Amenity Planting
	Washing Lines
	Sheds
	Bins
	Outlook
	Passive Surveillance
	Vehicle Access from Road
	Pedestrian Movement

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Project Name
Mangakahia Road
 Project Address
 12-16 Mangakahia Road, Kaikohe
 Project Title
Urban Design Diagram - Proposed Site Plan



Revision & Date
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Drawing No:
RC-020
 Project No: 2415
 Revision
A
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References

Refer to RC-005 for Soft Landscape Legend

Refer to RC-007 for Hard Landscape and AUP Compliance Legend

Reference

XXXX Reference Levels

Note: All RLs are shown indicatively. Refer to Civil Engineers documents for earth works, site services and final surface levels.

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Project Name
Mangakahia Road

Gemscott Kaikohe Limited

Drawing Title
Proposed Site and Landscape Plan

Project Address
12-16 Mangakahia Road, Kaikohe

Drawing Scale @ A1 =
As indicated

Half scale for reduced A3 drawings

Scale: 1:250 @ A3

Revision & Date
A Resource Consent 2024-08-30

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Drawing No: **RC-021** Revision **A**

Project No: 2415

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Reference

XXXX Reference Levels

Note: All RLs are shown indicatively. Refer to Civil Engineers documents for earth works, site services and final surface levels.

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Project Name
Mangakahia Road

Gemscott Kaikohe Limited

Drawing Title
Proposed Ground Floor Plan

Project Address
12-16 Mangakahia Road, Kaikohe

Drawing Scale @ A1 =
As indicated

Half scale for reduced A3 drawings

0 2.5 5.0 7.5m

Scale: 1:250 @ A3

Revision & Date
A Resource Consent 2024-08-30

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Drawing No:
RC-022

Revision
A

Project No: 2415

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HIRB Infringements

Far North District Plan
Section 6 - Residential Zone

7.6.5.1.5 Sunlight

- Area over the 2m and 45° sunlight recession plane control.
- Area over the 3m and 45° recession plane control.

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Project Name
Mangakahia Road

Gemscoot Kaikohe Limited
 Drawing Title
Proposed Roof Plan

Project Address
12-16 Mangakahia Road, Kaikohe

Drawing Scale @ A1 =
As indicated

Half scale for reduced A3 drawings

Scale: 1:250 @ A3



Revision & Date

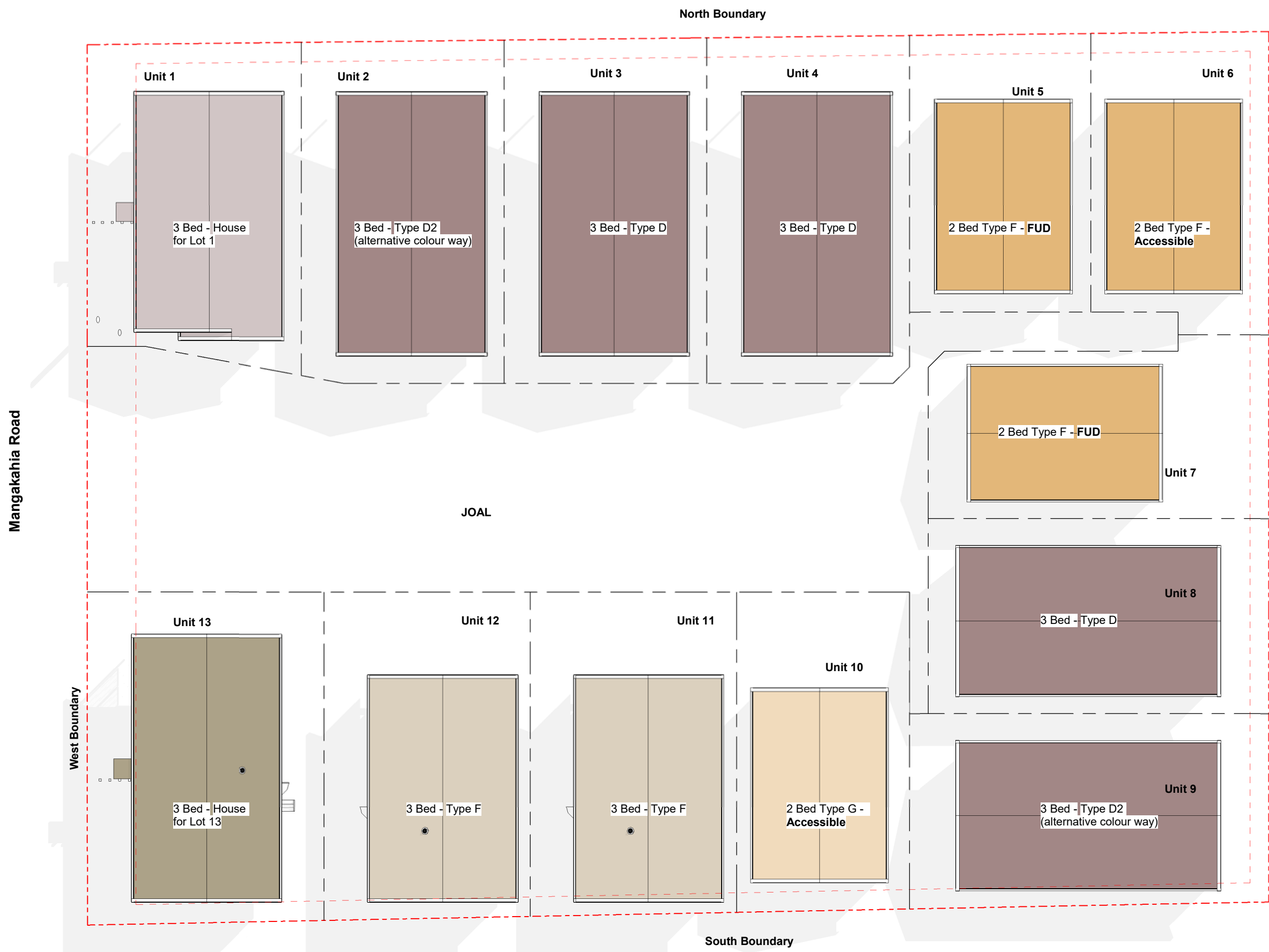
- A Resource Consent 2024-08-30
- B Resource Consent 2024-09-17

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Drawing No: **RC-023** Revision **B**

Project No: 2415

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Typology Reference Summary

Note: All houses are constructed off site and will be transported to site and established on pile foundations. All FFLs will be min. 650mm above ground level.

2 Bedroom		
	2 Bed - Single Level - Accessible - Type 2F. FUD houses are noted	3
	2 Bed - Single Level - Accessible - Type 2G	1
Subtotal 2 Bedrooms		4
3 Bedroom		
	3 Bed - Single Level - Type D & Type D2	5
	3 Bed - Single Level - Lot 1	2
	3 Bed - Single Level - Lot 13	1
	3 Bed - Single Level - Type F	1
Subtotal 3 Bedrooms		9
Total		13

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Project Name
Mangakahia Road
 Gemscott Kaikohe Limited
 Drawing Title
Typology Plan

Project Address
 12-16 Mangakahia Road, Kaikohe

Drawing Scale @ A1 =
 1 : 125
 Half scale for reduced A3 drawings

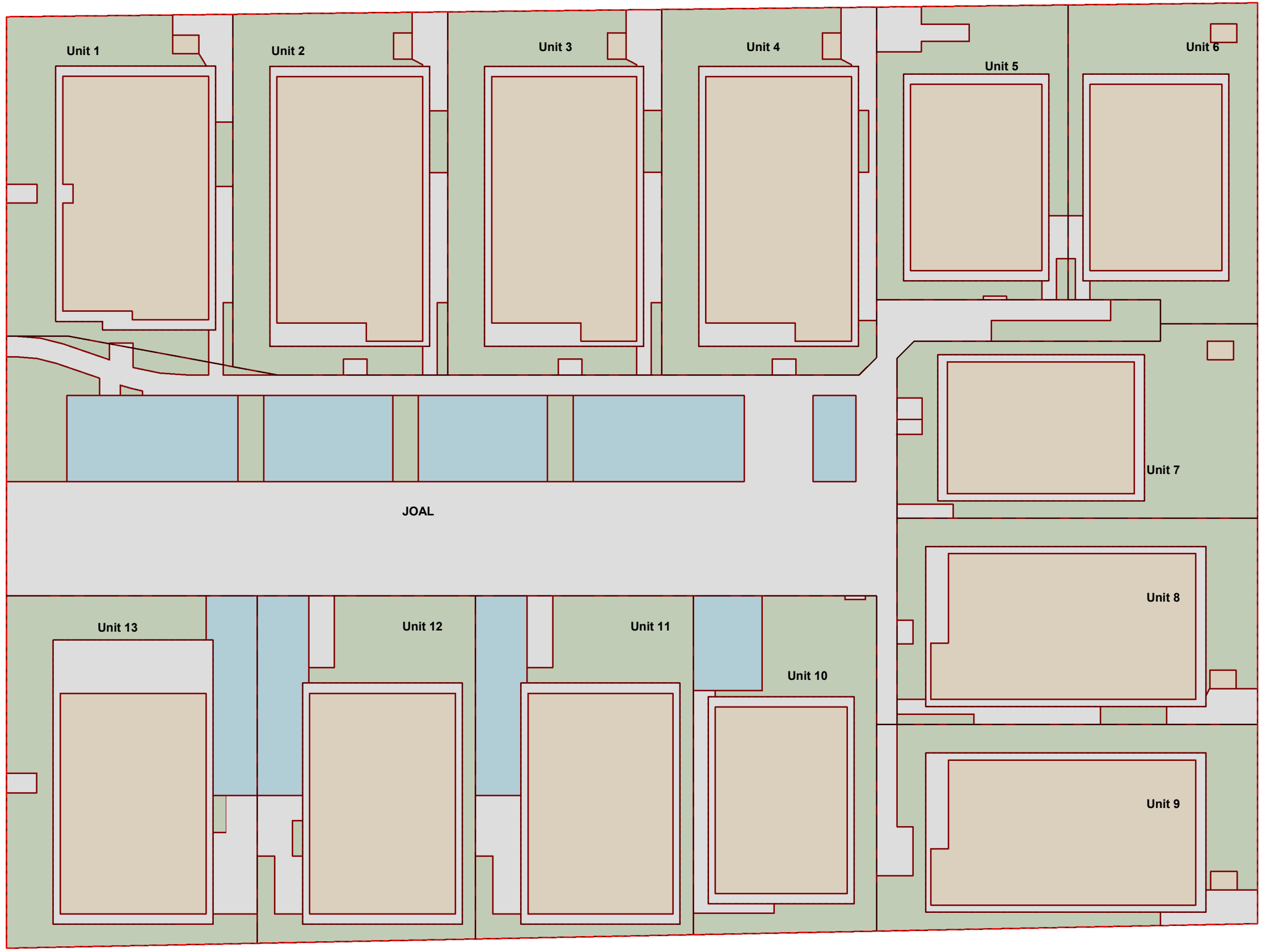
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Revision & Date
 ○ A Resource Consent 2024-08-30

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Drawing No: **RC-024** Revision **A**
 Project No: 2415
A STUDIO ARCHITECTS

RESOURCE CONSENT



- Building Coverage
- Excluded (Permeable surface)
- Impervious
- Permeable

Site Coverage		
Area Type	Area	Percentage
Building Coverage	1420.7 m ²	36%
Excluded	305.8 m ²	8%
Impervious	1029.1 m ²	26%
Permeable	1183.5 m ²	30%
Grand total: 123	3939.1 m ²	100%

RESOURCE CONSENT

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Project Name
Mangakahia Road
 Gemscott Kaikohe Limited
 Drawing Title
Site Coverage

Project Address
 12-16 Mangakahia Road, Kaikohe

Drawing Scale @ A1 =
 1 : 125
 Half scale for reduced A3 drawings

 Scale: 1:250 @ A3

Revision & Date
 ○ A Resource Consent 2024-08-30
 ○ B Resource Consent 2024-09-17

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Drawing No: **RC-025** Revision **B**
 Project No: 2415
A STUDIO ARCHITECTS

Common - Site Coverage		
Area Type	Area	Percentage
Excluded	187.5 m ²	25%
Impervious	482.5 m ²	65%
Permeable	73.7 m ²	10%
Grand total: 16	743.7 m ²	100%

Unit 1 - Site Coverage		
Area Type	Area	Percentage
Building Coverage	119.5 m ²	47%
Impervious	47.0 m ²	18%
Permeable	89.3 m ²	35%
Grand total: 10	255.8 m ²	100%

Unit 4 - Site Coverage		
Area Type	Area	Percentage
Building Coverage	127.2 m ²	48%
Impervious	48.3 m ²	18%
Permeable	91.5 m ²	34%
Grand total: 7	266.9 m ²	100%

Unit 7 - Site Coverage		
Area Type	Area	Percentage
Building Coverage	85.2 m ²	38%
Impervious	25.0 m ²	11%
Permeable	112.4 m ²	51%
Grand total: 7	222.6 m ²	100%

Unit 10 - Site Coverage		
Area Type	Area	Percentage
Building Coverage	83.6 m ²	40%
Excluded	22.0 m ²	11%
Impervious	32.7 m ²	16%
Permeable	70.9 m ²	34%
Grand total: 6	209.1 m ²	100%

Unit 13 - Site Coverage		
Area Type	Area	Percentage
Building Coverage	109.2 m ²	37%
Excluded	31.3 m ²	11%
Impervious	63.3 m ²	21%
Permeable	94.2 m ²	32%
Grand total: 8	298.0 m ²	100%

Unit 2 - Site Coverage		
Area Type	Area	Percentage
Building Coverage	127.2 m ²	48%
Impervious	47.5 m ²	18%
Permeable	88.6 m ²	34%
Grand total: 9	263.3 m ²	100%

Unit 5 - Site Coverage		
Area Type	Area	Percentage
Building Coverage	83.6 m ²	43%
Impervious	33.3 m ²	17%
Permeable	75.2 m ²	39%
Grand total: 7	192.1 m ²	100%

Unit 8 - Site Coverage		
Area Type	Area	Percentage
Building Coverage	127.2 m ²	50%
Impervious	46.8 m ²	19%
Permeable	78.1 m ²	31%
Grand total: 9	252.1 m ²	100%

Unit 11 - Site Coverage		
Area Type	Area	Percentage
Building Coverage	109.2 m ²	43%
Excluded	32.5 m ²	13%
Impervious	42.9 m ²	17%
Permeable	68.5 m ²	27%
Grand total: 7	253.1 m ²	100%

Unit 3 - Site Coverage		
Area Type	Area	Percentage
Building Coverage	127.2 m ²	48%
Impervious	47.8 m ²	18%
Permeable	90.7 m ²	34%
Grand total: 9	265.7 m ²	100%

Unit 6 - Site Coverage		
Area Type	Area	Percentage
Building Coverage	85.2 m ²	43%
Impervious	22.7 m ²	11%
Permeable	90.2 m ²	46%
Grand total: 6	198.2 m ²	100%

Unit 9 - Site Coverage		
Area Type	Area	Percentage
Building Coverage	127.2 m ²	48%
Impervious	47.8 m ²	18%
Permeable	88.0 m ²	33%
Grand total: 6	263.0 m ²	100%

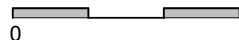
Unit 12 - Site Coverage		
Area Type	Area	Percentage
Building Coverage	109.2 m ²	43%
Excluded	32.5 m ²	13%
Impervious	41.6 m ²	16%
Permeable	72.2 m ²	28%
Grand total: 8	255.5 m ²	100%

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Project Name
Mangakahia Road
 Gemscott Kaikohe Limited
 Drawing Title
Site Coverage - Summary

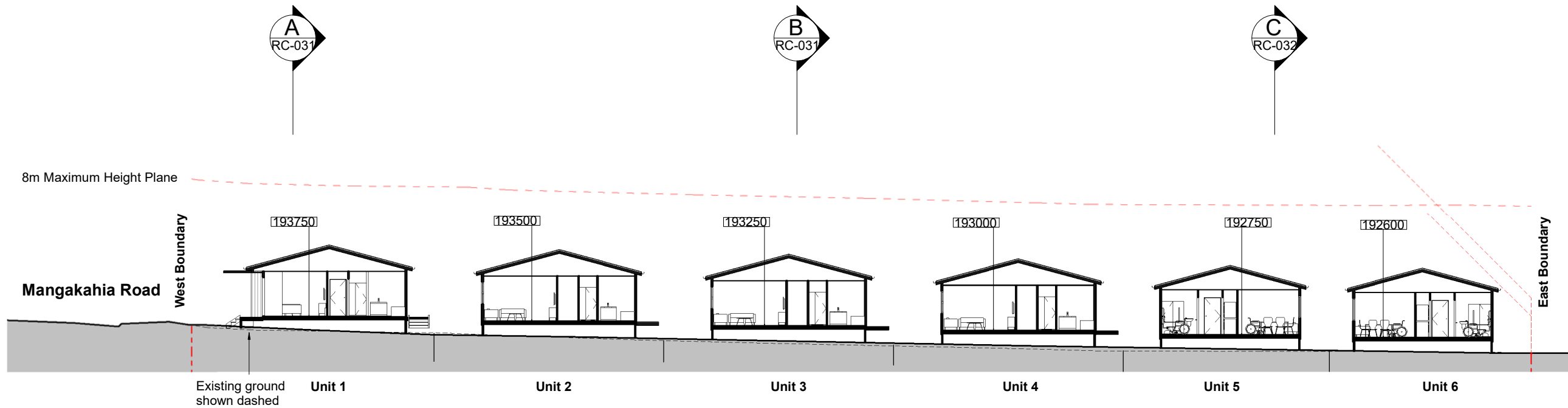
Project Address
 12-16 Mangakahia Road, Kaikohe

Drawing Scale @ A1 =
 Half scale for reduced A3 drawings


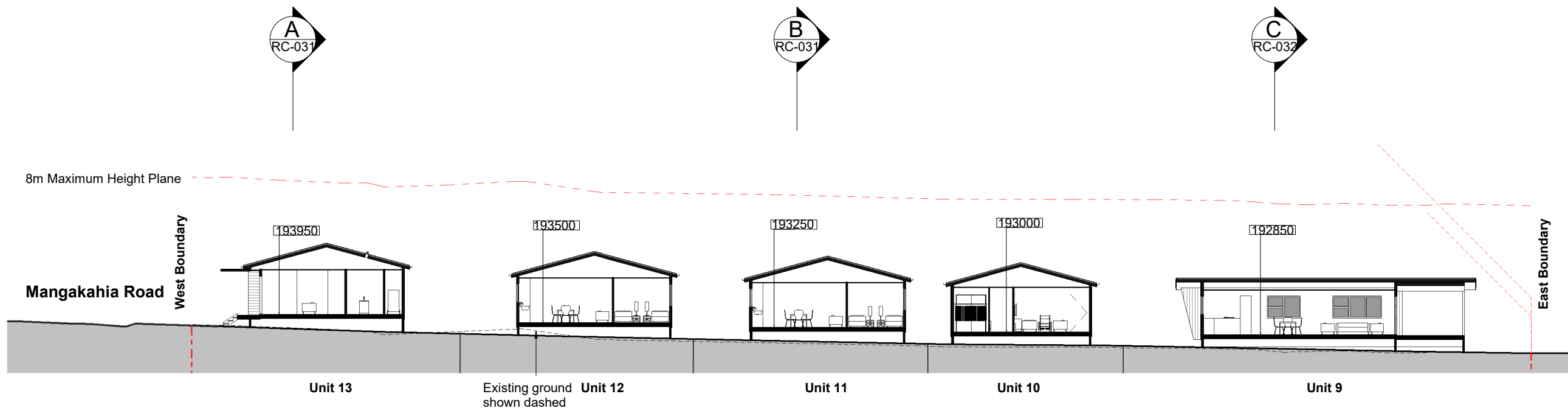
Revision & Date
 ○ A Resource Consent 2024-08-30
 ○ B Resource Consent 2024-09-17

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Drawing No: **RC-026** Revision **B**
 Project No: 2415
A STUDIO ARCHITECTS



1 1 : 125 Section
RC-021 Section 1



2 1 : 125 Section
RC-021 Section 2

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Project Name
Mangakahia Road
 Gemscott Kaikohe Limited
 Drawing Title
Site Long Sections

Project Address
 12-16 Mangakahia Road, Kaikohe

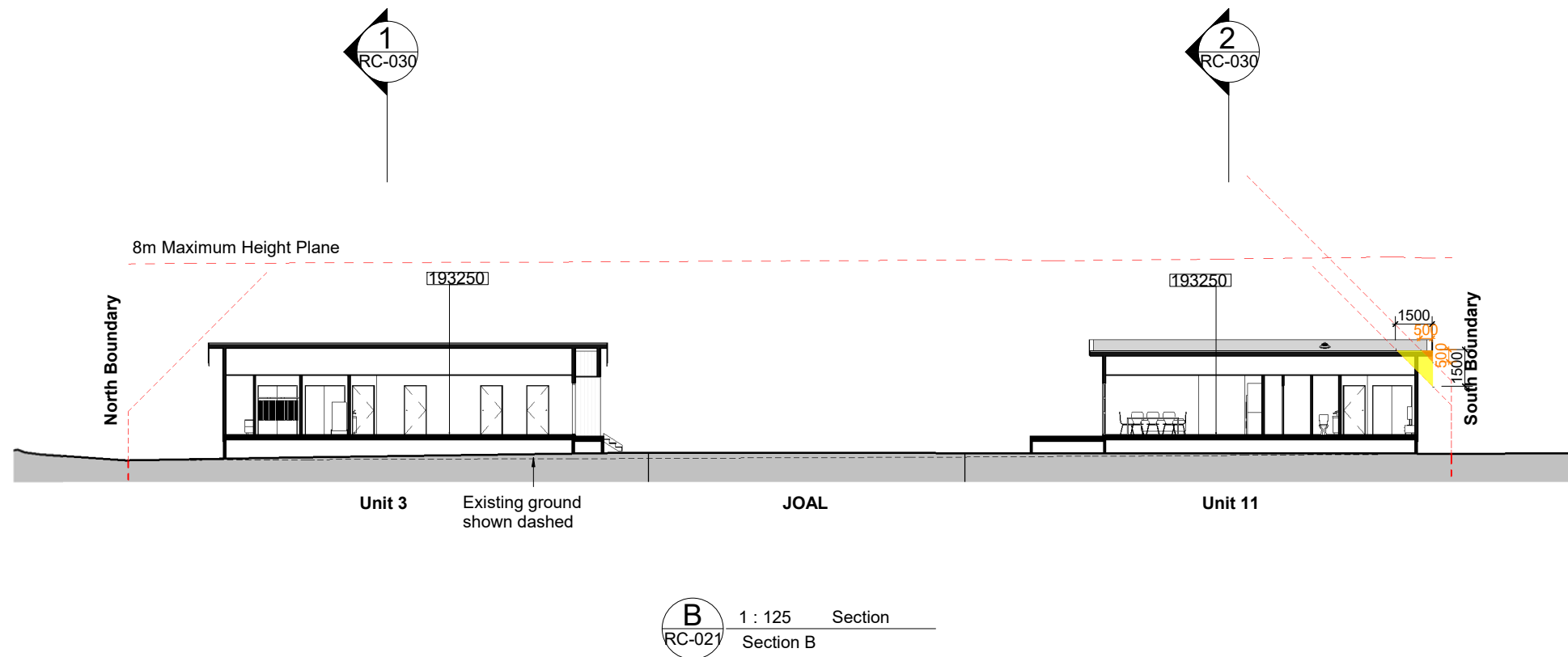
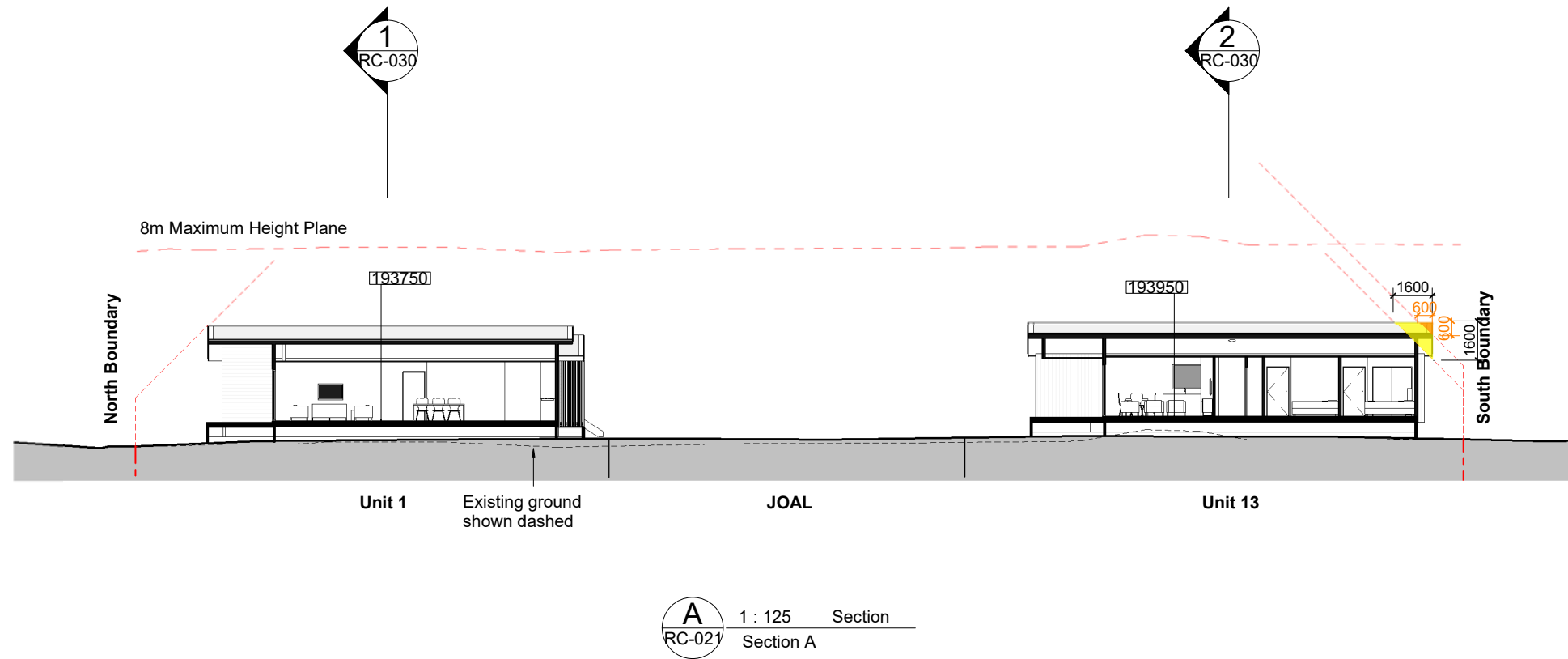
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 Half scale for reduced A3 drawings

 Scale: 1:250 @ A3

Revision & Date
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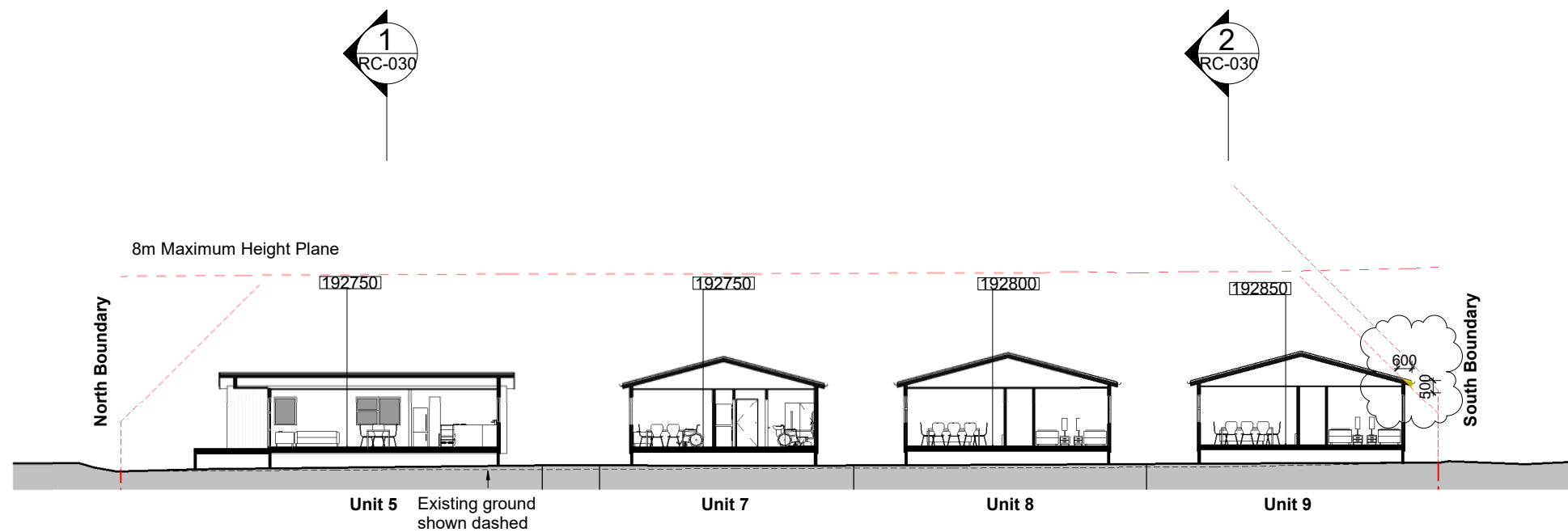
Drawing No: **RC-030** Revision **A**
 Project No: 2415
A STUDIO ARCHITECTS



HIRB Infringements
Far North District Plan Section 6 - Residential Zone
7.6.5.1.5 Sunlight
 Area over the 2m and 45° sunlight recession plane control.
 Area over the 3m and 45° recession plane control.

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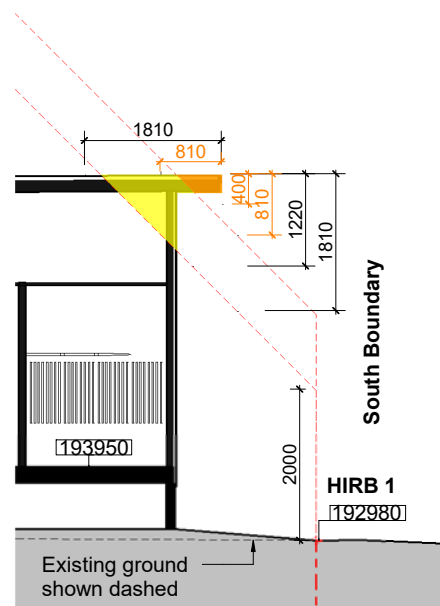
C 1 : 125 Section
 RC-021 Section C

HIRB Infringements
Far North District Plan Section 6 - Residential Zone
7.6.5.1.5 Sunlight
 Area over the 2m and 45° sunlight recession plane control.
 Area over the 3m and 45° recession plane control.

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	<p>RESOURCE CONSENT</p>					

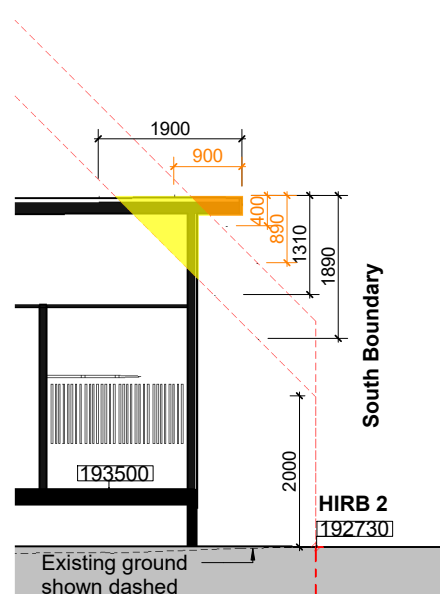
8m Maximum Height Plane



Unit 13

1 1 : 50 Section
RC-021 HIRB Section 1

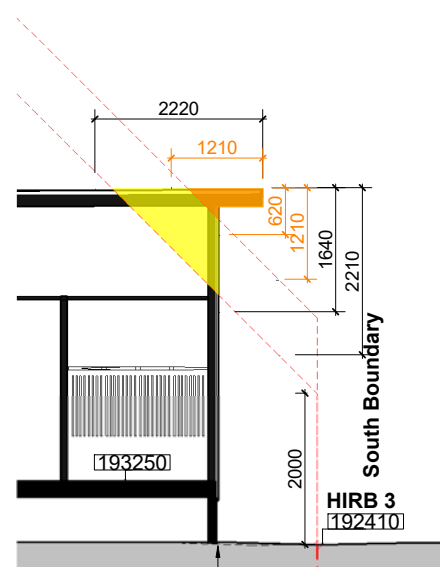
8m Maximum Height Plane



Unit 12

2 1 : 50 Section
RC-021 HIRB Section 2

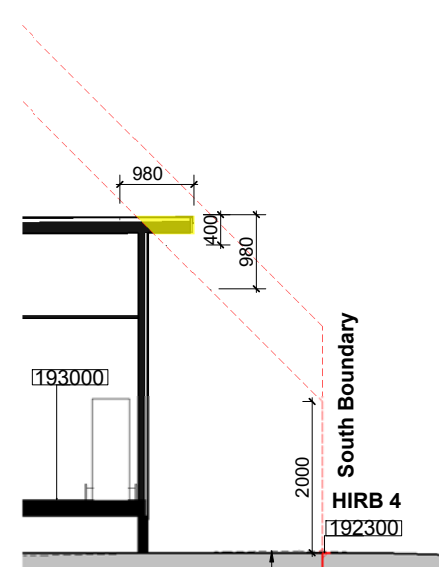
8m Maximum Height Plane



Unit 11

3 1 : 50 Section
RC-021 HIRB Section 3

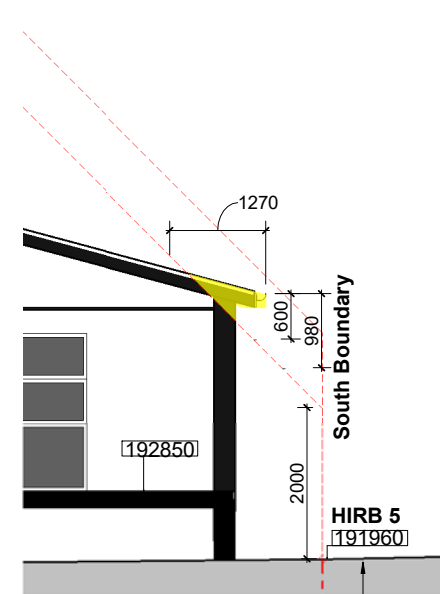
8m Maximum Height Plane



Unit 10

4 1 : 50 Section
RC-021 HIRB Section 4

8m Maximum Height Plane



Unit 9

5 1 : 50 Section
RC-021 HIRB Section 5

HIRB Infringements

Far North District Plan
Section 6 - Residential Zone

7.6.5.1.5 Sunlight

- Area over the 2m and 45° sunlight recession plane control.
- Area over the 3m and 45° recession plane control.

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Project Name
Mangakahia Road
Gemscott Kaikohe Limited
Drawing Title
Sections - HIRB

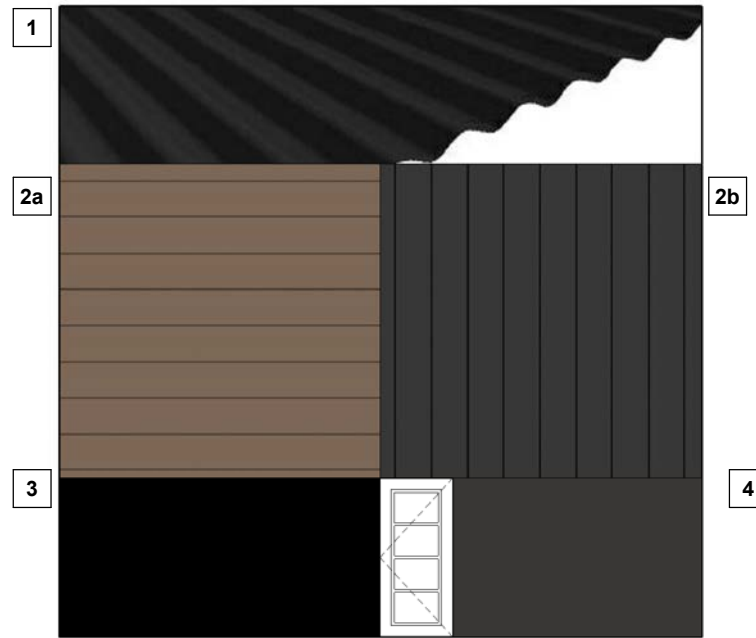
Project Address
12-16 Mangakahia Road, Kaikohe

Drawing Scale @ A1 =
As indicated
Half scale for reduced A3 drawings
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Scale: 1:100 @ A3

Revision & Date
A Resource Consent 2024-08-30
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Drawing No: **RC-035** Revision **B**
Project No: 2415
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Exterior Materials & Colour Scheme 1

Roof
1 Pre-finished metal roofing, in corrugated, trapezoidal or trough profile selected to suit the roof pitch.
 Finish: **Colorsteel or equivalent**
 Colour: **Dark Tone**
 Spouting system including downpipes in the same colour & finish to match roofing unless noted otherwise.
 Selected rooflights or solar tubes installed as required

Cladding

2a Type: Horizontal Weatherboard on cavity or similar
 Finish: Painted or stained
 Colour: Dark Tone

2b Type: Vertical Weatherboard on cavity or similar
 Finish: Painted or stained
 Colour: Mid Tone

Joinery
3 Selected aluminium joinery suite with clear double glazing to living spaces & bedrooms. With obscure glazing to Bathrooms & Ensuites or as otherwise noted.

Finish: Powder coated
 Colour: Dark Tone

Front Door

4 Selected Metal or solid timber door with opaque glazed inserts.
 Finish: Powder coated, painted or similar
 Colour: Dark Tone

Exterior Materials & Colour Scheme 2

Roof
1 Pre-finished metal roofing, in corrugated, trapezoidal or trough profile selected to suit the roof pitch.
 Finish: **Colorsteel or equivalent**
 Colour: **Dark Tone**
 Spouting system including downpipes in the same colour & finish to match roofing unless noted otherwise.
 Selected rooflights or solar tubes installed as required

Cladding

2a Type: Horizontal Weatherboard on cavity or similar
 Finish: Painted or stained
 Colour: Mid Tone

2b Type: Vertical Weatherboard on cavity or similar
 Finish: Painted or stained
 Colour: Dark Tone

Joinery
3 Selected aluminium joinery suite with clear double glazing to living spaces & bedrooms. With obscure glazing to Bathrooms & Ensuites or as otherwise noted.

Finish: Powder coated
 Colour: Dark Tone

Front Door

4 Selected Metal or solid timber door with opaque glazed inserts.
 Finish: Powder coated, painted or similar
 Colour: Dark Tone

Exterior Materials & Colour Scheme 3

Roof
1 Pre-finished metal roofing, in corrugated, trapezoidal or trough profile selected to suit the roof pitch.
 Finish: **Colorsteel or equivalent**
 Colour: **Light Tone**
 Spouting system including downpipes in the same colour & finish to match roofing unless noted otherwise.
 Selected rooflights or solar tubes installed as required

Cladding

2a Type: Horizontal Weatherboard on cavity or similar
 Finish: Painted or stained
 Colour: Mid Tone

2b Type: Vertical Weatherboard on cavity or similar
 Finish: Painted or stained
 Colour: Light Tone

Joinery
3 Selected aluminium joinery suite with clear double glazing to living spaces & bedrooms. With obscure glazing to Bathrooms & Ensuites or as otherwise noted.

Finish: Powder coated
 Colour: Light Tone

Front Door

4 Selected Metal or solid timber door with opaque glazed inserts.
 Finish: Powder coated, painted or similar
 Colour: Light Tone

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Project Name
Mangakahia Road
 Gemscott Kaikohe Limited
 Drawing Title
Exterior Material Colour Schemes

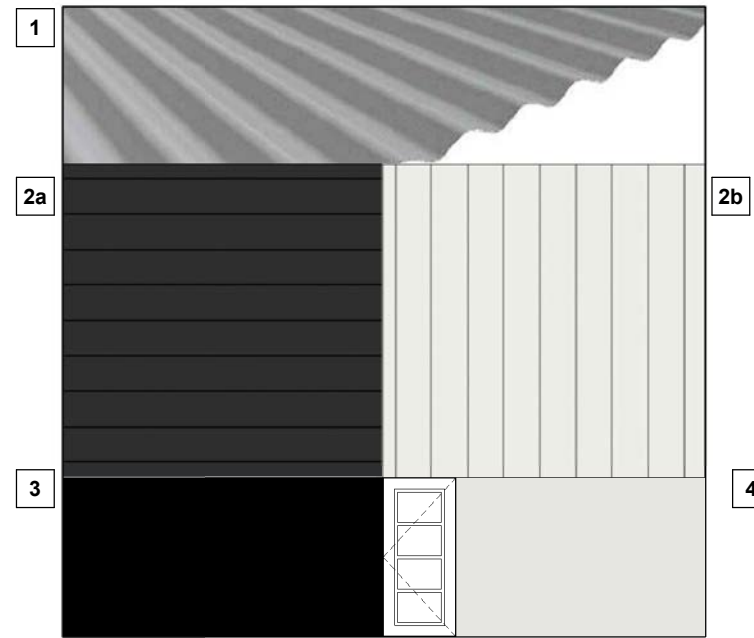
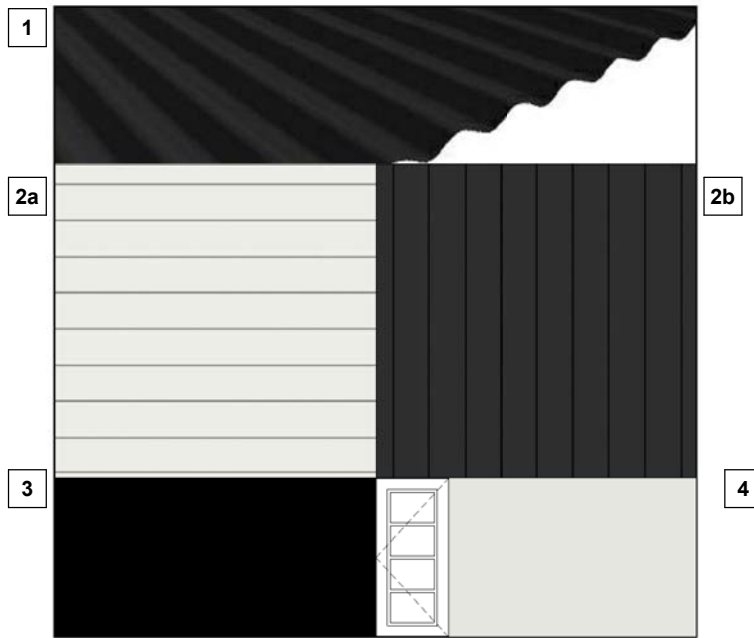
Project Address
 12-16 Mangakahia Road, Kaikohe

Drawing Scale @ A1 =
 1 : 50
 Half scale for reduced A3 drawings

Revision & Date
 A Resource Consent 2024-08-30
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Drawing No: **RC-038** Revision **B**
 Project No: 2415
A STUDIO ARCHITECTS



Exterior Materials & Colour Scheme 4

Roof
1 Pre-finished metal roofing, in corrugated, trapezoidal or trough profile selected to suit the roof pitch.
 Finish: **Colorsteel or equivalent**
 Colour: **Dark Tone**
 Spouting system including downpipes in the same colour & finish to match roofing unless noted otherwise.
 Selected rooflites or solar tubes installed as required

Cladding

2a Type: Horizontal Weatherboard on cavity or similar
 Finish: Painted or stained
 Colour: Light Tone

2b Type: Vertical Weatherboard on cavity or similar
 Finish: Painted or stained
 Colour: Dark Tone

Joinery
3 Selected aluminium joinery suite with clear double glazing to living spaces & bedrooms. With obscure glazing to Bathrooms & Ensuites or as otherwise noted.
 Finish: Powder coated
 Colour: Dark Tone

Front Door

4 Selected Metal or solid timber door with opaque glazed inserts.
 Finish: Powder coated, painted or similar
 Colour: Light Tone

Exterior Materials & Colour Scheme 5

Roof
1 Pre-finished metal roofing, in corrugated, trapezoidal or trough profile selected to suit the roof pitch.
 Finish: **Colorsteel or equivalent**
 Colour: **Light Tone**
 Spouting system including downpipes in the same colour & finish to match roofing unless noted otherwise.
 Selected rooflites or solar tubes installed as required

Cladding

2a Type: Horizontal Weatherboard on cavity or similar
 Finish: Painted or stained
 Colour: Dark Tone

2b Type: Vertical Weatherboard on cavity or similar
 Finish: Painted or stained
 Colour: Light Tone

Joinery
3 Selected aluminium joinery suite with clear double glazing to living spaces & bedrooms. With obscure glazing to Bathrooms & Ensuites or as otherwise noted.
 Finish: Powder coated
 Colour: Dark Tone

Front Door

4 Selected Metal or solid timber door with opaque glazed inserts.
 Finish: Powder coated, painted or similar
 Colour: Light Tone

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Project Name
Mangakahia Road
 Project Address
 12-16 Mangakahia Road, Kaikohe
 Drawing Title
Exterior Material Colour Schemes

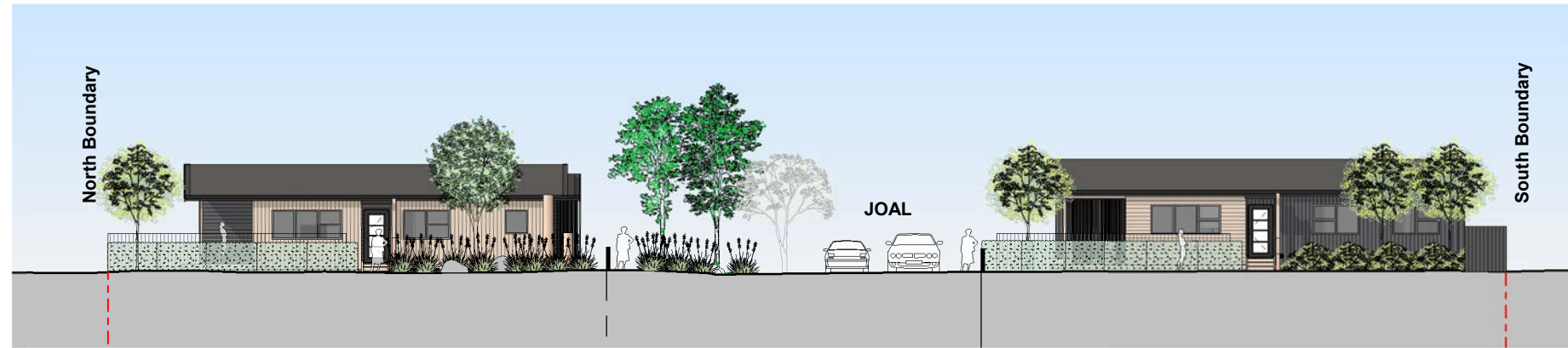
Project Address
 12-16 Mangakahia Road, Kaikohe

Drawing Scale @ A1 =
 1 : 50
 Half scale for reduced A3 drawings

Revision & Date
 A Resource Consent 2024-08-30

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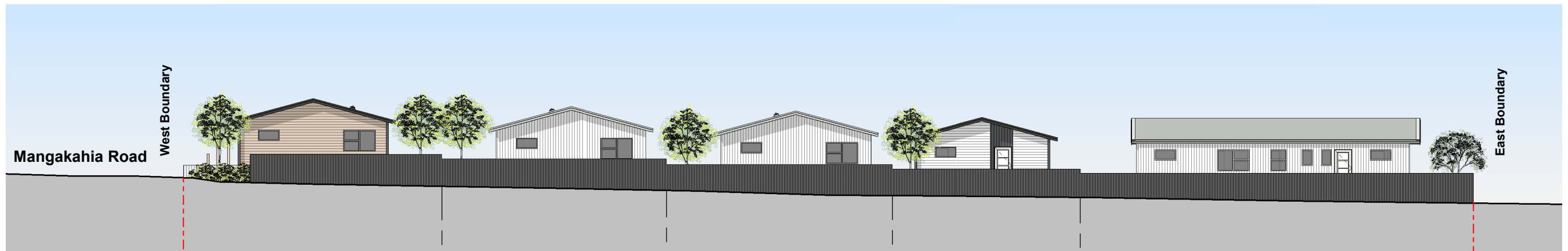
Drawing No: **RC-039** Revision **A**
 Project No: 2415
A STUDIO ARCHITECTS



Unit 1
Material and Colour Scheme - 1

Unit 13
Material and Colour Scheme - 2

1 1 : 125 Elevation
RC-021 Street Elevation



Unit 13
Material and Colour Scheme - 2

Unit 12
Material and Colour Scheme - 5

Unit 11
Material and Colour Scheme - 5

Unit 10
Material and Colour Scheme - 4

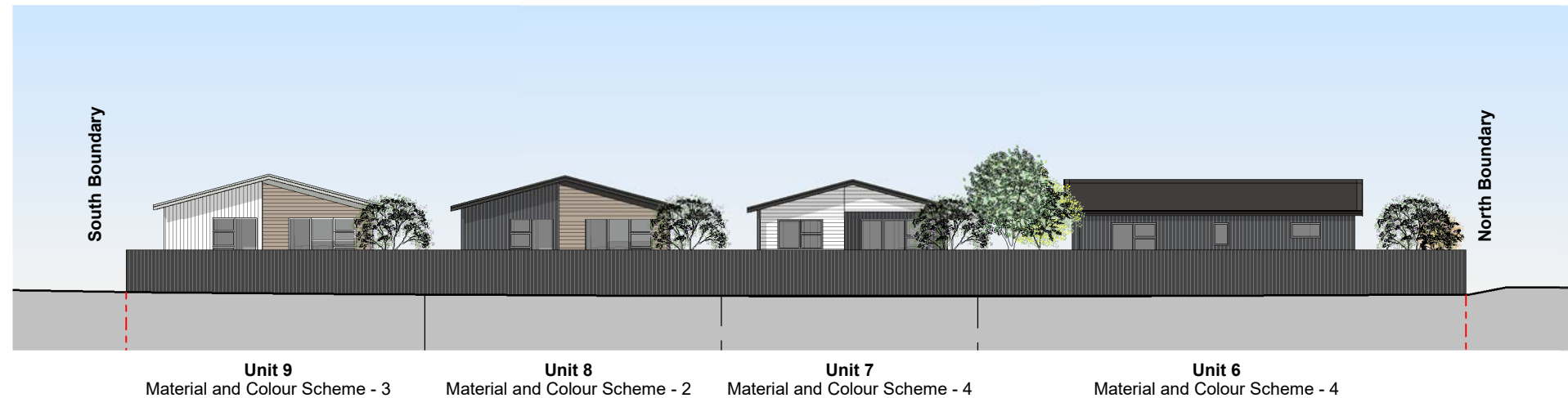
Unit 9
Material and Colour Scheme - 3

2 1 : 125 Elevation
RC-021 External Elevation – South Boundary

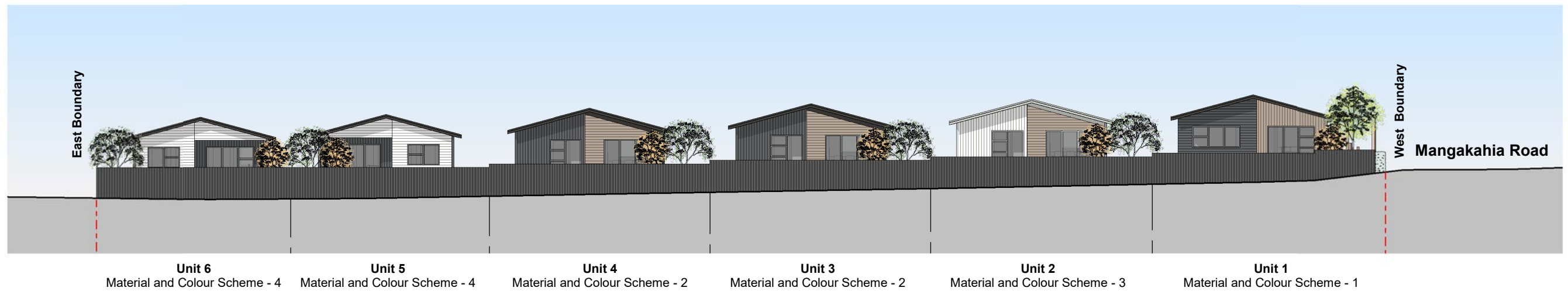
Exterior Material and Colour Scheme
Refer to **RC-038** and **RC-039** for Exterior Material and Colour Scheme descriptions.

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	<p>Gemscott Kaikohe Limited</p> <p>Drawing Title External Elevations</p>	<p>Half scale for reduced A3 drawings</p> <p>0 2.5 5.0 7.5m</p> <p>Scale: 1:250 @ A3</p>	<p>Project No: 2415</p> <p>A STUDIO ARCHITECTS</p>			



3 1 : 125 Elevation
 RC-021 External Elevation – East Boundary



4 1 : 125 Elevation
 RC-021 External Elevation – North Boundary

Exterior Material and Colour Scheme
 Refer to **RC-038** and **RC-039** for Exterior Material and Colour Scheme descriptions.

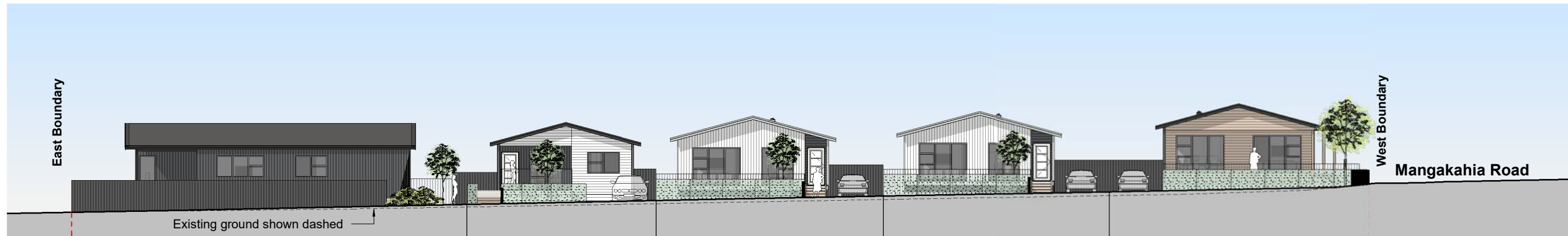
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	Project Name Gemscott Kaikohe Limited Drawing Title External Elevations	Project No: 2415		A STUDIO ARCHITECTS			



Unit 1 Material and Colour Scheme - 1
 Unit 2 Material and Colour Scheme - 3
 Unit 3 Material and Colour Scheme - 2
 Unit 4 Material and Colour Scheme - 2
 Unit 5 Material and Colour Scheme - 4
 Unit 6 Material and Colour Scheme - 4

1 1 : 125 Elevation
 RC-021 JOAL Elevation 1



Unit 10 Material and Colour Scheme - 4
 Unit 11 Material and Colour Scheme - 5
 Unit 12 Material and Colour Scheme - 5
 Unit 13 Material and Colour Scheme - 2

2 1 : 125 Elevation
 RC-021 JOAL Elevation 2

Exterior Material and Colour Scheme

Refer to **RC-038** and **RC-039** for Exterior Material and Colour Scheme descriptions.

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	Project Name Gemscott Kaikohe Limited	Drawing Title Internal Elevations	Project No: 2415	A STUDIO ARCHITECTS			



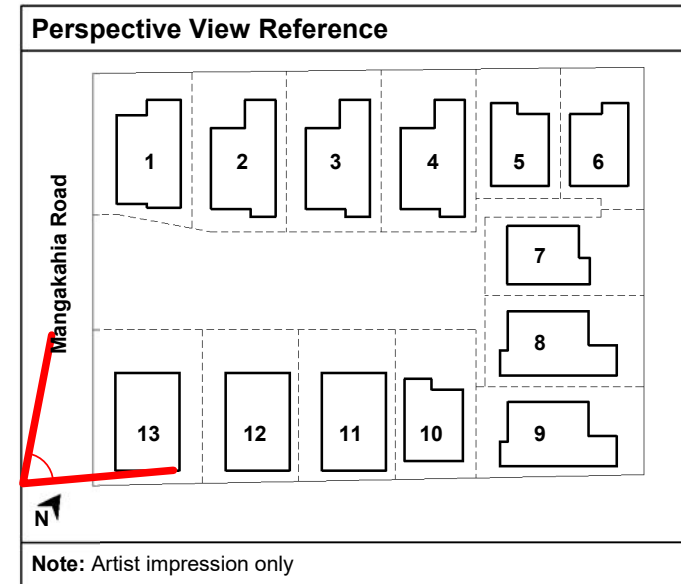
3 1 : 125 Elevation
 RC-021 JOAL Elevation 3

Exterior Material and Colour Scheme

Refer to **RC-038** and **RC-039** for Exterior Material and Colour Scheme descriptions.

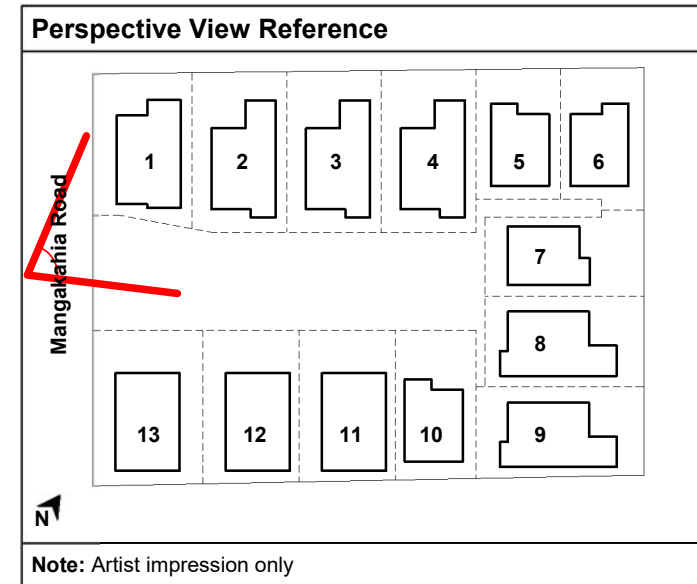
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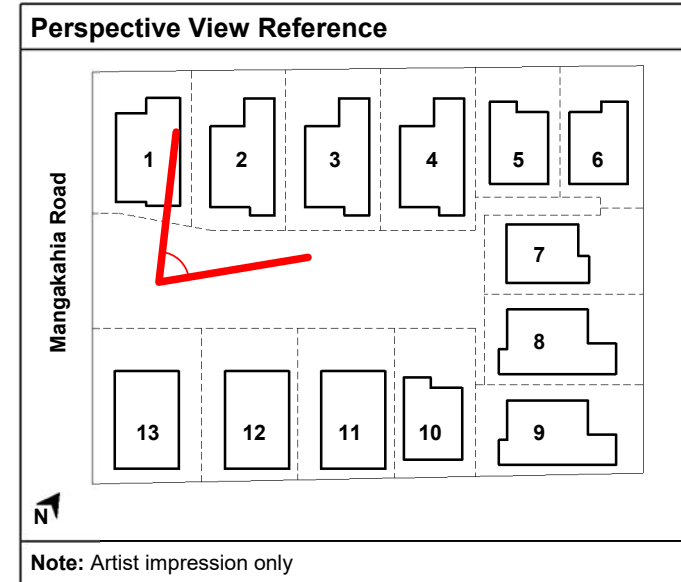
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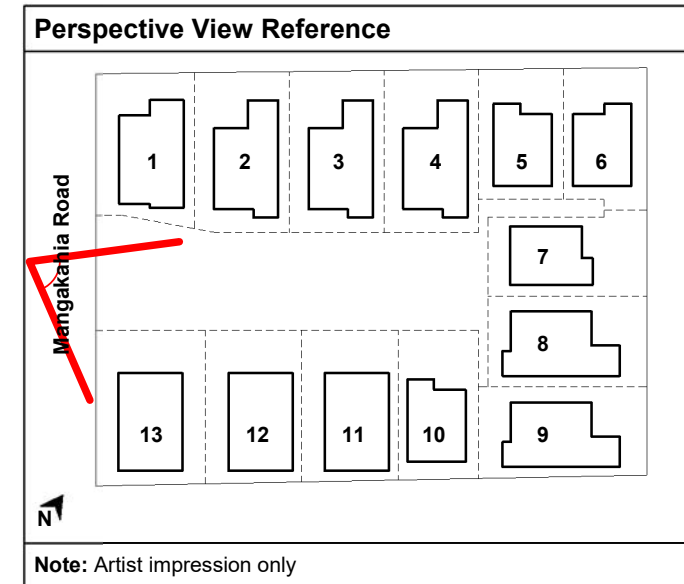
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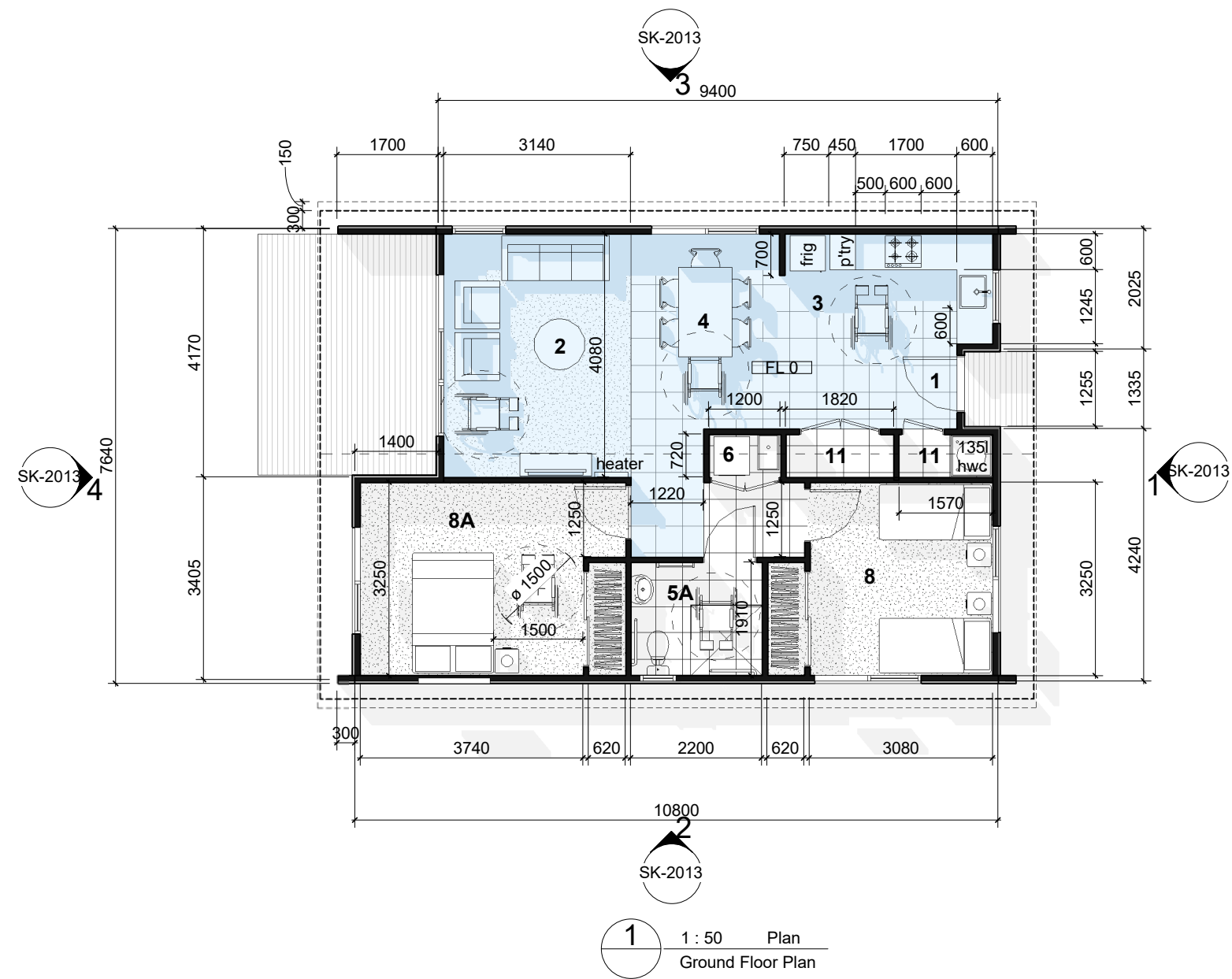
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Nett Area - Room & Floor Finishes		
Name	Area	Floor Finish
Bathroom	4.2 m ²	Vinyl
Bedroom	10.0 m ²	Carpet
Bedroom	13.0 m ²	Carpet
Kitchen & Dining	23.7 m ²	Vinyl
Laundry	0.9 m ²	Vinyl
Lounge	12.8 m ²	Carpet
Robe	1.2 m ²	Carpet
Robe	1.2 m ²	Carpet
Storage	1.1 m ²	Vinyl
Storage	1.3 m ²	Vinyl

Nett Area - Storage			
Name	Area	Store Height	Volume
Storage	1.1 m ²	2.4m	2.71 m ³
Storage	1.3 m ²	2.4m	3.14 m ³
Grand total	2.4 m ²		5.86 m ³

Nett Area - Robe			
Name	Area	Store Height	Volume
Robe	1.18 m ²	2.4m	2.84 m ³
Robe	1.18 m ²	2.4m	2.84 m ³
Grand total	2.37 m ²		5.68 m ³

Laundry to be in a bathroom or cupboard. Not Allowed in kitchen, under the stair. **350mm** wide tub required

Living & Dining seating for minimum **6 people**

1 x **1.5 kW** Heater is to be provided in living space

All main interior doors are **860mm** wide leafs

Front door is **910mm** wide leaf

A Deck or Patio area of minimum 10m² with a minimum width of 2.0m is to be provided

Floor to Ceiling height is nominal 2450mm

**2 Bedroom
Single Level
Accessible
Type 2F**

Single Storey
2 Bedrooms
1 Accessible Bathroom
Accessible Unit

Space Legend

- 1 Entry
- 2 Lounge
- 3 Kitchen
- 4 Dining
- 5 Bathroom
- 5A Accessible Bathroom
- 6 Laundry
- 8 Bedroom
- 8A Accessible Bedroom
- 11 Storage

Floor Plan orientation to North may vary. Plans may mirror and/or rotate. Refer to the master plan for individual lot context

Floor Area Schedule		
Level	Name	Area
Ground Floor	Unit	75.44 m ²
		75.44 m ²

Kāinga Ora - 2 Bedroom House - Key Area Summary		
Housing Standard: **** - Appendix * Table * Summary		
	Required (min)	Design Provides
Single Storey	GFA 70m ²	GFA 75.44m²
Kitchen, Dining, Living. KDL	KDL 36m ²	KDL 34.4m²
Accessible Master Bedroom	1 x 12m ²	1 x 13.1m²
Bedrooms	1 x 9m ²	1 x 9.3m²
Storage	2m ²	2.4m²
Robes		2.4m²

The floor areas are measured to the outside face of the timber wall framing, (excluding the cladding and cavity zone).

This plan is prepared for the purpose of concept design only, it is subject to design development, council requirements and site specific engineering reports and surveys. Final dimensions & areas may vary.

The external wall & IT wall types & thicknesses are to be determined at the detail design stage.

RESOURCE CONSENT

Combined **KDL** measured to inside face of external wall framing - refer summary

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Project Name
Mangakahia Road
for Gemscott Limited

Drawing Title
2 Bed - single level - Type 2F - Floor Plans

Project Address
12-16 Mangakahia Road, Kaikohe, Northland

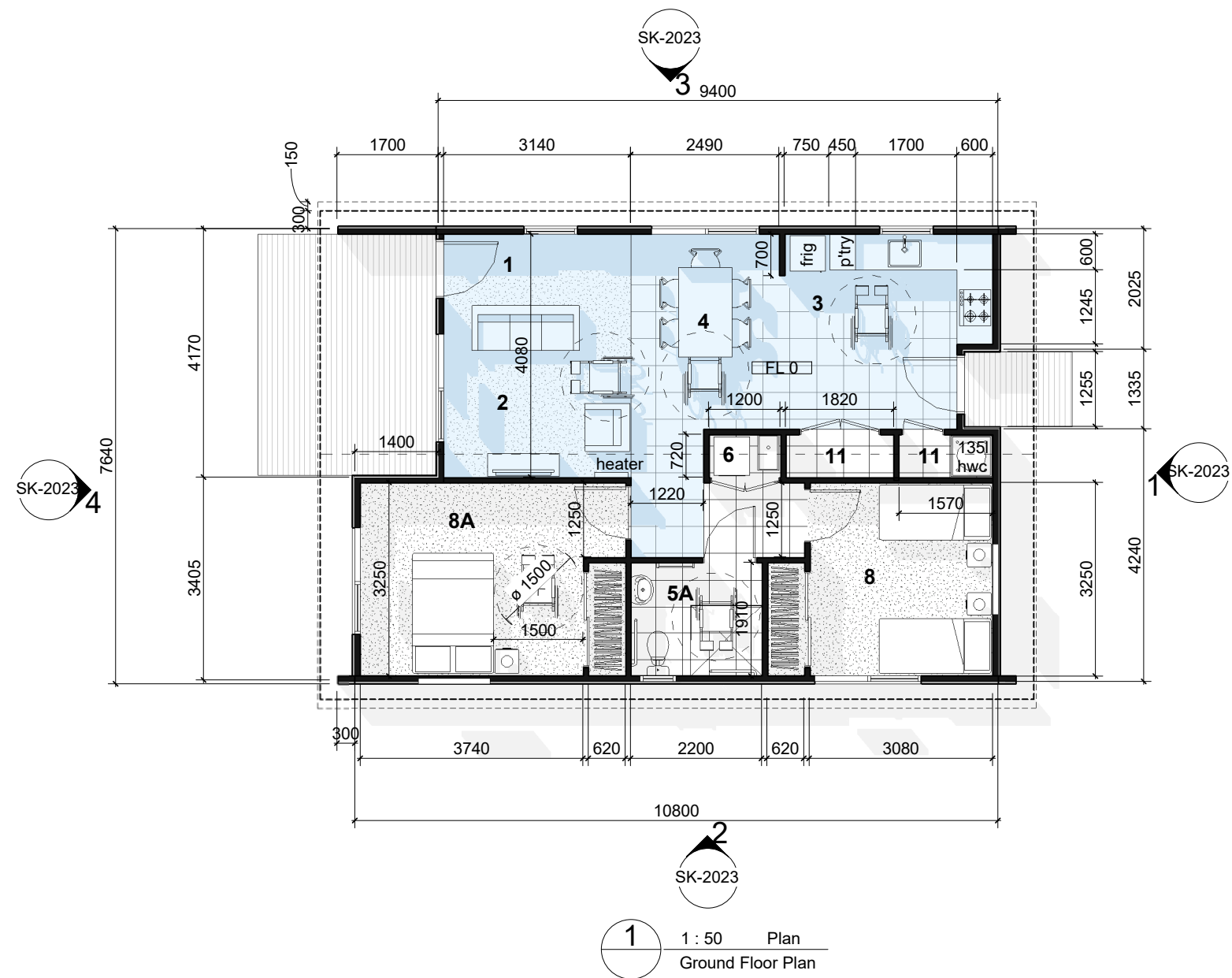
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As indicated
Half scale for reduced A3 drawings
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Scale: 1:100 @ A3

Revision & Date
 ○A Resource Consent 2024-08-30
 ○B Resource Consent 2024-09-17

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09 302 3689
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Drawing No: **RC-2010** Revision **B**
Project No: 2415

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1 1 : 50 Plan
Ground Floor Plan

Nett Area - Room & Floor Finishes		
Name	Area	Floor Finish
Bathroom	4.2 m ²	Vinyl
Bedroom	10.0 m ²	Carpet
Bedroom	13.0 m ²	Carpet
Kitchen & Dining	23.7 m ²	Vinyl
Laundry	0.9 m ²	Vinyl
Lounge	12.8 m ²	Carpet
Robe	1.2 m ²	Carpet
Robe	1.2 m ²	Carpet
Storage	1.1 m ²	Vinyl
Storage	1.3 m ²	Vinyl

Nett Area - Storage			
Name	Area	Store Height	Volume
Storage	1.1 m ²	2.4m	2.71 m ³
Storage	1.3 m ²	2.4m	3.14 m ³
Grand total	2.4 m ²		5.86 m ³

Nett Area - Robe			
Name	Area	Store Height	Volume
Robe	1.18 m ²	2.4m	2.84 m ³
Robe	1.18 m ²	2.4m	2.84 m ³
Grand total	2.37 m ²		5.68 m ³

Laundry to be in a bathroom or cupboard. Not Allowed in kitchen, under the stair. **350mm** wide tub required

Living & Dining seating for minimum **6 people**

1 x **1.5 kW** Heater is to be provided in living space

All main interior doors are **860mm** wide leafs

Front door is **910mm** wide leaf

A Deck or Patio area of minimum 10m² with a minimum width of 2.0m is to be provided

Floor to Ceiling height is nominal 2450mm

**2 Bedroom
Single Level
Accessible
Type 2G**

Single Storey
2 Bedrooms
1 Accessible Bathroom
Accessible Unit

- Space Legend**
- 1 Entry
 - 2 Lounge
 - 3 Kitchen
 - 4 Dining
 - 5 Bathroom
 - 5A Accessible Bathroom
 - 6 Laundry
 - 8 Bedroom
 - 8A Accessible Bedroom
 - 11 Storage

Floor Plan orientation to North may vary. Plans may mirror and/or rotate. Refer to the master plan for individual lot context

Floor Area Schedule		
Level	Name	Area
Ground Floor	Unit	75.44 m ²
		75.44 m ²

Kāinga Ora - 2 Bedroom House - Key Area Summary		
Housing Standard: **** - Appendix * Table * Summary		
	Required (min)	Design Provides
Single Storey	GFA 70m ²	GFA 75.44m²
Kitchen, Dining, Living. KDL	KDL 36m ²	KDL 34.4m²
Accessible Master Bedroom	1 x 12m ²	1 x 13m²
Bedrooms	1 x 9m ²	1 x 10m²
Storage	2m ²	2.4m²
Robes		2.4m²

Combined **KDL** measured to inside face of external wall framing - refer summary

The floor areas are measured to the outside face of the timber wall framing, (excluding the cladding and cavity zone).

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The external wall & IT wall types & thicknesses are to be determined at the detail design stage.

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Project Name
Mangakahia Road
for Gemscott Limited
Drawing Title
2 Bed - single level - Type 2G - Floor Plans

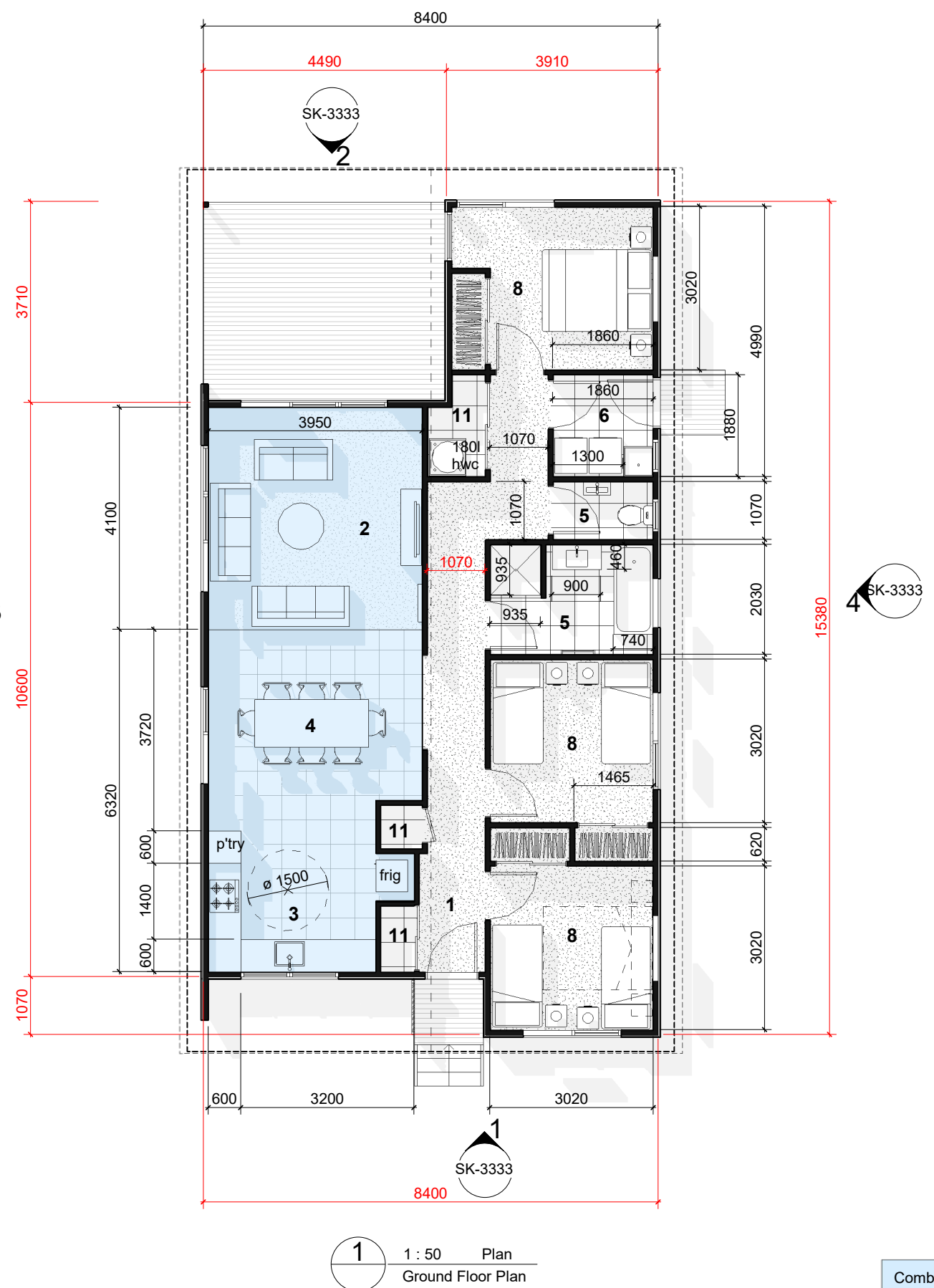
Project Address
12-16 Mangakahia Road, Kaikohe, Northland

Drawing Scale @ A1 =
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Half scale for reduced A3 drawings
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Scale: 1:100 @ A3

Revision & Date
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Drawing No: **RC-2020** Revision **B**
Project No: 2415
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1 1:50 Plan
Ground Floor Plan

Nett Area - Room & Floor Finishes		
Name	Area	Floor Finish
Bathroom	6.0 m ²	Vinyl
Bathroom	3.5 m ²	Vinyl
Bedroom	9.9 m ²	Carpet
Bedroom	9.1 m ²	Carpet
Bedroom	9.1 m ²	Carpet
Hall	13.4 m ²	Carpet
Kitchen & Dining	22.9 m ²	Vinyl
Laundry	2.0 m ²	Vinyl
Lounge	16.2 m ²	Carpet
Robe	0.9 m ²	Carpet
Robe	0.9 m ²	Carpet
Robe	1.1 m ²	Carpet
Storage	1.7 m ²	Vinyl
Storage	0.8 m ²	Vinyl
Storage	0.6 m ²	Vinyl

Nett Area - Storage			
Name	Area	Store Height	Volume
Storage	1.74 m ²	2.4m	4.18 m ³
Storage	0.76 m ²	2.4m	1.82 m ³
Storage	0.62 m ²	2.4m	1.48 m ³
Grand total	3.11 m ²		7.47 m ³

Nett Area - Robe			
Name	Area	Store Height	Volume
Robe	0.91 m ²	2.4m	2.18 m ³
Robe	0.91 m ²	2.4m	2.18 m ³
Robe	1.12 m ²	2.4m	2.68 m ³
Grand total	2.93 m ²		7.04 m ³

A separate laundry is required
3m² minimum **560mm** wide tub required.
 living & dining seating for minimum **8 people**
 1 x **2 kW** Heater is to be provided in living space
 All main interior doors are **860mm** wide leafs
 Front door is **910mm** wide leaf
 Back door is **910mm** wide leaf
A Deck or Patio area of minimum 10m² with a minimum width of 2.5m is to be provided
Floor to Ceiling height is nominal 2450mm

Kāinga Ora - 3 Bedroom House - Key Area Summary		
Housing Standard: Design **** - Appendix * Table * Summary		
	Required (min)	Design Provides
Single Storey	GFA 95m ²	GFA 107m²
Kitchen, Dining, Living. KDL	KDL 46m ² *	KDL ~40m²
Master Bedroom	1 x 10m ²	1 x 10m²
Bedrooms	1 x 9m ²	2 x 9.0m²
Storage	? m ²	3.1m²
Robes	? m ²	3.7m²

* A reduced **KDL** area may be possible (KO discretion)

3 Bedroom Single Level

Type D

Single Storey
 3 Bedrooms
 1 Bathroom

Space Legend

- 1 Entry
- 2 Lounge
- 3 Kitchen
- 4 Dining
- 5 Bathroom
- 6 Laundry
- 8 Bedroom
- 11 Storage

Floor Plan orientation to North may vary. Plans may mirror and/or rotate. Refer to the master plan for individual lot context

Floor Area Schedule		
Level	Name	Area
Ground Floor	Unit	106.97 m ²
		106.97 m ²

The floor areas are measured to the outside face of the timber wall framing, (excluding the cladding and cavity zone).

This plan is prepared for the purpose of concept design only, it is subject to design development, council requirements and site specific engineering reports and surveys. Final dimensions & areas may vary.

The external wall & IT wall types & thicknesses are to be determined at the detail design stage.

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Project Name
Mangakahia Road
 for Gemscott Limited
 Drawing Title
3 Bed - single level - Type D - Floor Plans

Project Address
 12-16 Mangakahia Road, Kaikohe, Northland

Drawing Scale @ A1 =
 As indicated
 Half scale for reduced A3 drawings

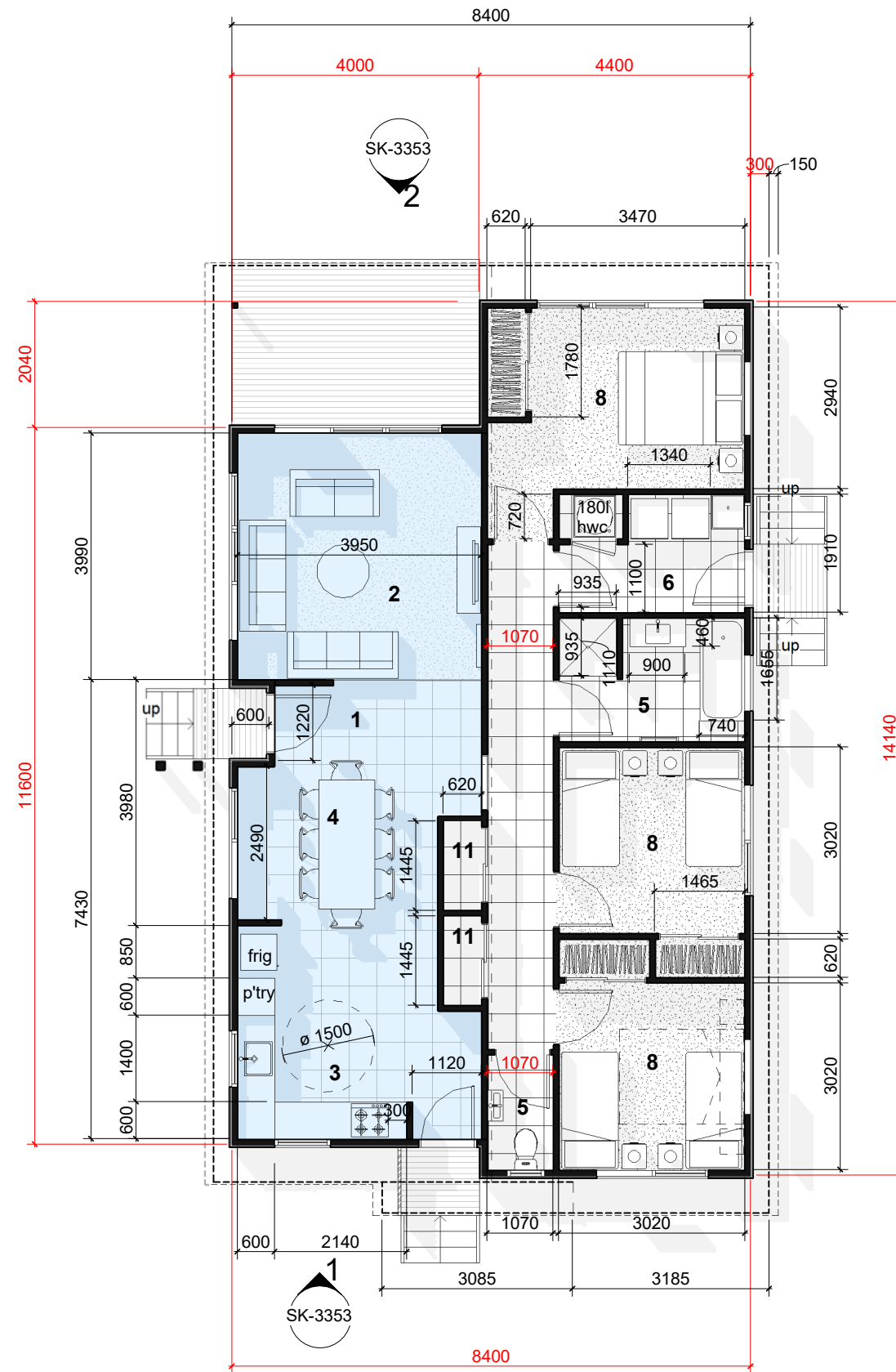
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Revision & Date
 A Resource Consent 2024-08-30
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 Auckland 1022
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Drawing No: **RC-3330** Revision **B**
 Project No: 2415
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Combined **KDL** measured to inside face of external wall framing - refer summary



1 1:50 Plan
Ground Floor Plan

Combined KDL measured to inside face of external wall framing - refer summary

Nett Area - Room & Floor Finishes		
Name	Area	Floor Finish
Bathroom	6.0 m ²	Vinyl
Bathroom	2.0 m ²	Vinyl
Bedroom	11.8 m ²	Carpet
Bedroom	9.1 m ²	Carpet
Bedroom	9.1 m ²	Carpet
Hall	8.7 m ²	Vinyl
Kitchen & Dining	26.1 m ²	Vinyl
Laundry	4.9 m ²	Vinyl
Lounge	15.8 m ²	Carpet
Robe	0.9 m ²	Carpet
Robe	0.9 m ²	Carpet
Robe	1.1 m ²	Carpet
Storage	0.7 m ²	Vinyl
Storage	0.9 m ²	Vinyl
Storage	0.9 m ²	Vinyl

Nett Area - Storage			
Name	Area	Store Height	Volume
Storage	0.74 m ²	2.4m	1.78 m ³
Storage	0.90 m ²	2.4m	2.15 m ³
Storage	0.90 m ²	2.4m	2.15 m ³
Grand total	2.53 m ²		6.08 m ³

Nett Area - Robe			
Name	Area	Store Height	Volume
Robe	0.91 m ²	2.4m	2.18 m ³
Robe	0.91 m ²	2.4m	2.18 m ³
Robe	1.10 m ²	2.4m	2.65 m ³
Grand total	2.92 m ²		7.01 m ³

A separate laundry is required
3m² minimum 560mm wide tub required.
 living & dining seating for minimum **8 people**
 1 x **2 kW** Heater is to be provided in living space
 All main interior doors are **860mm** wide leafs
 Front door is **910mm** wide leaf
 Back door is **910mm** wide leaf
A Deck or Patio area of minimum 10m² with a minimum width of 2.5m is to be provided
Floor to Ceiling height is nominal 2450mm

Kāinga Ora - 3 Bedroom House - Key Area Summary		
Housing Standard: Design **** - Appendix * Table * Summary		
	Required (min)	Design Provides
Single Storey	GFA 95m ²	GFA 107m²
Kitchen, Dining, Living. KDL	KDL 46m ² *	KDL ~42m²
Master Bedroom	1 x 10m ²	1 x 11.8m²
Bedrooms	1 x 9m ²	2 x 9.0m²
Storage	? m ²	2.5m²
Robes	? m ²	3.0m²

* A reduced KDL area may be possible (KO discretion)

3 Bedroom
Single Level

Lot 1

Single Storey
3 Bedrooms
1 Bathroom

Space Legend

- 1 Entry
- 2 Lounge
- 3 Kitchen
- 4 Dining
- 5 Bathroom
- 6 Laundry
- 8 Bedroom
- 11 Storage

Floor Plan orientation to North may vary. Plans may mirror and/or rotate. Refer to the master plan for individual lot context

Floor Area Schedule		
Level	Name	Area
Ground Floor	Unit	107.78 m ²
		107.78 m ²

The floor areas are measured to the outside face of the timber wall framing, (excluding the cladding and cavity zone).

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Project Name
Mangakahia Road
 for Gemscott Limited
 Drawing Title
3 Bed - single level - Lot 1 - Floor Plans

Project Address
12-16 Mangakahia Road, Kaikohe, Northland

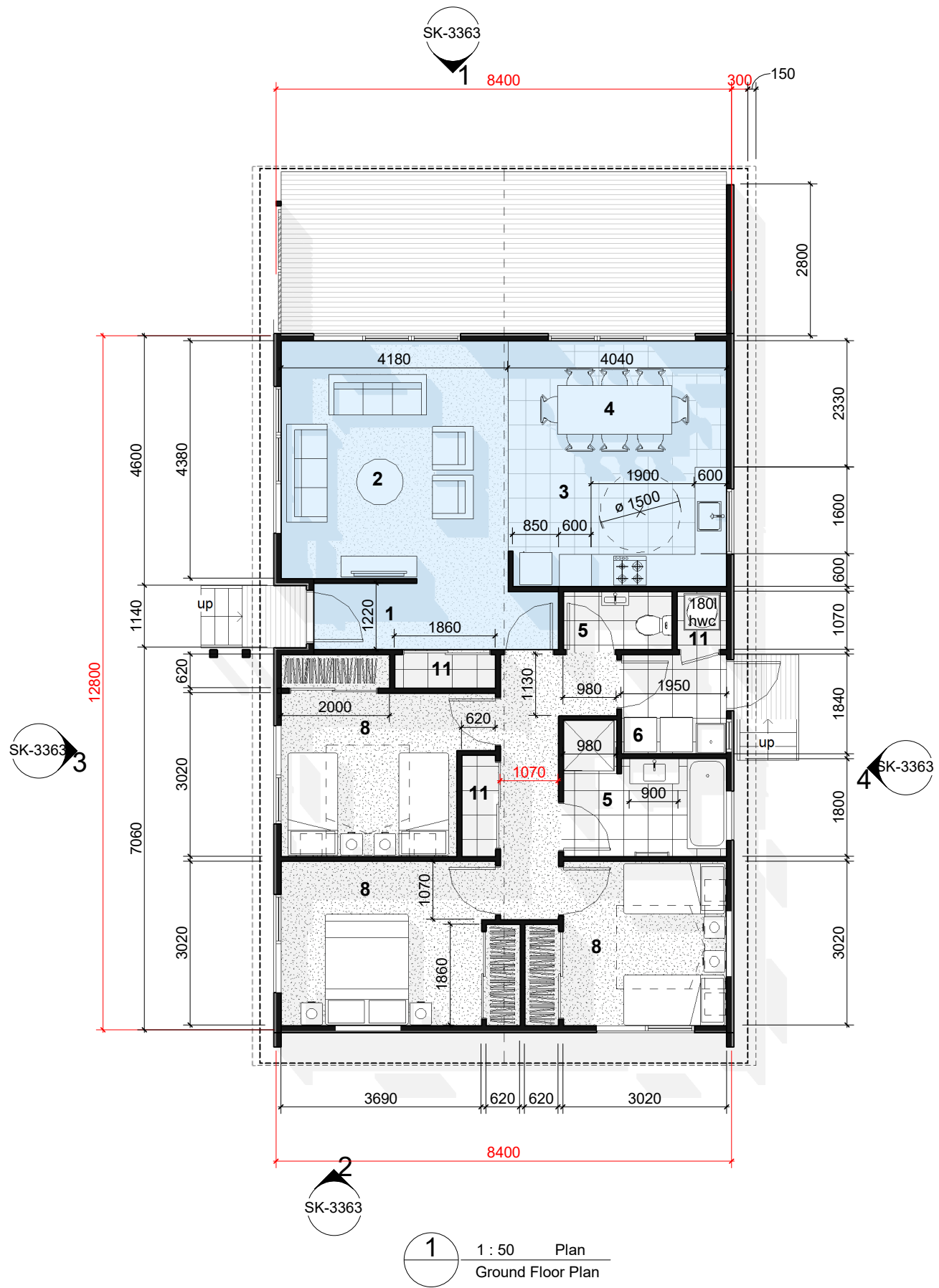
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As indicated
 Half scale for reduced A3 drawings

 Scale: 1:100 @ A3

Revision & Date
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 Grafton, Auckland
 09 302 3689
 PO Box 44367
 Point Chevalier
 Auckland 1022
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Drawing No: **RC-3350** Revision **B**
 Project No: 2415
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1 1:50 Plan
Ground Floor Plan

Nett Area - Room & Floor Finishes		
Name	Area	Floor Finish
Bathroom	6.1 m ²	Vinyl
Bathroom	2.1 m ²	Vinyl
Bedroom	11.4 m ²	Carpet
Bedroom	9.1 m ²	Carpet
Bedroom	10.5 m ²	Carpet
Hall	6.4 m ²	Carpet
Kitchen & Dining	18.2 m ²	Vinyl
Laundry	3.6 m ²	Vinyl
Lounge	23.8 m ²	Carpet
Robe	1.2 m ²	Carpet
Robe	1.2 m ²	Carpet
Robe	1.2 m ²	Carpet
Storage	1.0 m ²	Vinyl
Storage	1.2 m ²	Vinyl
Storage	1.2 m ²	Vinyl

**3 Bedroom
Single Level**

Lot 13

Nett Area - Storage			
Name	Area	Store Height	Volume
Storage	1.00 m ²	2.4m	2.39 m ³
Storage	1.15 m ²	2.4m	2.77 m ³
Storage	1.15 m ²	2.4m	2.77 m ³
Grand total	3.30 m ²		7.92 m ³

Single Storey
3 Bedrooms
1 Bathroom

Nett Area - Robe			
Name	Area	Store Height	Volume
Robe	1.24 m ²	2.4m	2.98 m ³
Robe	1.15 m ²	2.4m	2.77 m ³
Robe	1.15 m ²	2.4m	2.77 m ³
Grand total	3.55 m ²		8.51 m ³

Space Legend

- 1 Entry
- 2 Lounge
- 3 Kitchen
- 4 Dining
- 5 Bathroom
- 6 Laundry
- 8 Bedroom
- 11 Storage

A separate laundry is required
3m² minimum 560mm wide tub required.

living & dining seating for minimum 8 people

1 x 2 kW Heater is to be provided in living space

All main interior doors are 860mm wide leafs

Front door is 910mm wide leaf

Back door is 910mm wide leaf

A Deck or Patio area of minimum 10m² with a minimum width of 2.5m is to be provided

Floor to Ceiling height is nominal 2450mm

Floor Plan orientation to North may vary. Plans may mirror and/or rotate. Refer to the master plan for individual lot context

Floor Area Schedule		
Level	Name	Area
Ground Floor	Unit	106.79 m ²
		106.79 m ²

Kāinga Ora - 3 Bedroom House - Key Area Summary		
Housing Standard: Design **** - Appendix * Table * Summary		
	Required (min)	Design Provides
Single Storey	GFA 95m ²	GFA 106.8m²
Kitchen, Dining, Living. KDL	KDL 46m ² *	KDL ~42m²
Master Bedroom	1 x 10m ²	1 x 11.4m²
Bedrooms	1 x 9m ²	1 x 10.5m² 2 x 9.0m²
Storage	? m ²	3.3m²
Robes	? m ²	3.5m²

* A reduced KDL area may be possible (KO discretion)

The floor areas are measured to the outside face of the timber wall framing, (excluding the cladding and cavity zone).

This plan is prepared for the purpose of concept design only, it is subject to design development, council requirements and site specific engineering reports and surveys. Final dimensions & areas may vary.

The external wall & IT wall types & thicknesses are to be determined at the detail design stage.

Combined KDL measured to inside face of external wall framing - refer summary

RESOURCE CONSENT

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1 Written dimensions are to be used
2 Do not scale dimensions from drawings
3 Verify all dimensions and levels on site prior to commencing any work
4 All discrepancies are to be referred to the design office for clarification

Project Name
Mangakahia Road
for Gemscott Limited
Drawing Title
3 Bed - single level - Lot 13 - Floor Plans

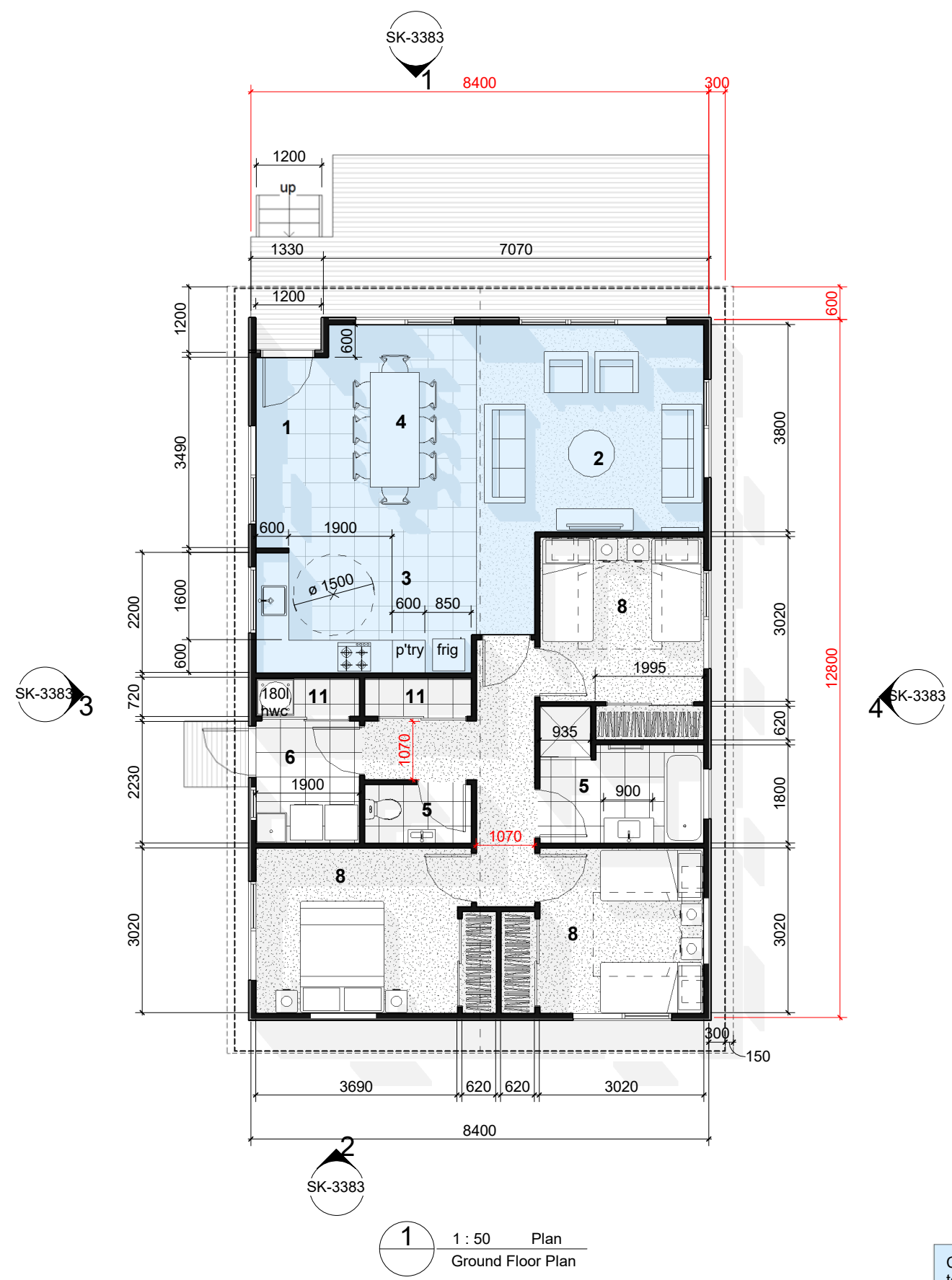
Project Address
12-16 Mangakahia Road, Kaikohe, Northland

Drawing Scale @ A1 =
As indicated
Half scale for reduced A3 drawings
0 1 2 3m
Scale: 1:100 @ A3

Revision & Date
A Resource Consent 2024-08-30
B Resource Consent 2024-09-17

Level 4, SKHY
38 Khyber Pass Road,
Grafton, Auckland
09 302 3689
PO Box 44367
Point Chevalier
Auckland 1022
www.astudioarchitects.com

Drawing No: **RC-3360** Revision **B**
Project No: 2415
A STUDIO ARCHITECTS



1 1:50 Plan
Ground Floor Plan

Nett Area - Room & Floor Finishes		
Name	Area	Floor Finish
Bathroom	6.1 m ²	Vinyl
Bathroom	2.1 m ²	Vinyl
Bedroom	11.4 m ²	Carpet
Bedroom	9.1 m ²	Carpet
Bedroom	9.1 m ²	Carpet
Hall	7.4 m ²	Carpet
Kitchen & Dining	24.9 m ²	Vinyl
Laundry	4.2 m ²	Vinyl
Lounge	17.9 m ²	Carpet
Robe	1.2 m ²	Carpet
Robe	1.2 m ²	Carpet
Robe	1.2 m ²	Carpet
Storage	1.4 m ²	Vinyl
Storage	1.4 m ²	Vinyl

3 Bedroom
Single Level

Type F

Nett Area - Storage			
Name	Area	Store Height	Volume
Storage	1.37 m ²	2.4m	3.28 m ³
Storage	1.41 m ²	2.4m	3.39 m ³
Grand total	2.78 m ²		6.67 m ³

Single Storey
3 Bedrooms
1 Bathroom

Nett Area - Robe			
Name	Area	Store Height	Volume
Robe	1.24 m ²	2.4m	2.97 m ³
Robe	1.15 m ²	2.4m	2.77 m ³
Robe	1.15 m ²	2.4m	2.77 m ³
Grand total	3.54 m ²		8.50 m ³

Space Legend

- 1 Entry
- 2 Lounge
- 3 Kitchen
- 4 Dining
- 5 Bathroom
- 6 Laundry
- 8 Bedroom
- 11 Storage

A separate laundry is required
3m² minimum 560mm wide tub required.
living & dining seating for minimum 8 people
1 x 2 kW Heater is to be provided in living space
All main interior doors are 860mm wide leafs
Front door is 910mm wide leaf
Back door is 910mm wide leaf
A Deck or Patio area of minimum 10m² with a minimum width of 2.5m is to be provided
Floor to Ceiling height is nominal 2450mm

Floor Plan orientation to North may vary.
Plans may mirror and/or rotate. Refer to the master plan for individual lot context

Floor Area Schedule		
Level	Name	Area
Ground Floor	Unit	106.80 m ²
		106.80 m ²

Kāinga Ora - 3 Bedroom House - Key Area Summary		
	Required (min)	Design Provides
Single Storey	GFA 95m ²	GFA 106m ²
Kitchen, Dining, Living. KDL	KDL 46m ² *	KDL ~42.8m ²
Master Bedroom	1 x 10m ²	1 x 11.4m ²
Bedrooms	1 x 9m ²	2 x 9.0m ²
Storage	? m ²	2.8m ²
Robes	? m ²	3.5m ²

The floor areas are measured to the outside face of the timber wall framing, (excluding the cladding and cavity zone).

This plan is prepared for the purpose of concept design only, it is subject to design development, council requirements and site specific engineering reports and surveys. Final dimensions & areas may vary.

The external wall & IT wall types & thicknesses are to be determined at the detail design stage.

* A reduced KDL area may be possible (KO discretion)

Combined KDL measured to inside face of external wall framing - refer summary

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Project Name
Mangakahia Road
for Gemscott Limited
Drawing Title
3 Bed - single level - Type F - Floor Plans

Project Address
12-16 Mangakahia Road, Kaikohe, Northland

Drawing Scale @ A1 =
As indicated
Half scale for reduced A3 drawings
0 1 2 3m
Scale: 1:100 @ A3

Revision & Date
A Resource Consent 2024-08-30
B Resource Consent 2024-09-17

Level 4, SKHY
38 Khyber Pass Road,
Grafton, Auckland
09 302 3689
PO Box 44367
Point Chevalier
Auckland 1022
www.astudioarchitects.com

Drawing No: **RC-3380** Revision **B**
Project No: 2415
A STUDIO ARCHITECTS



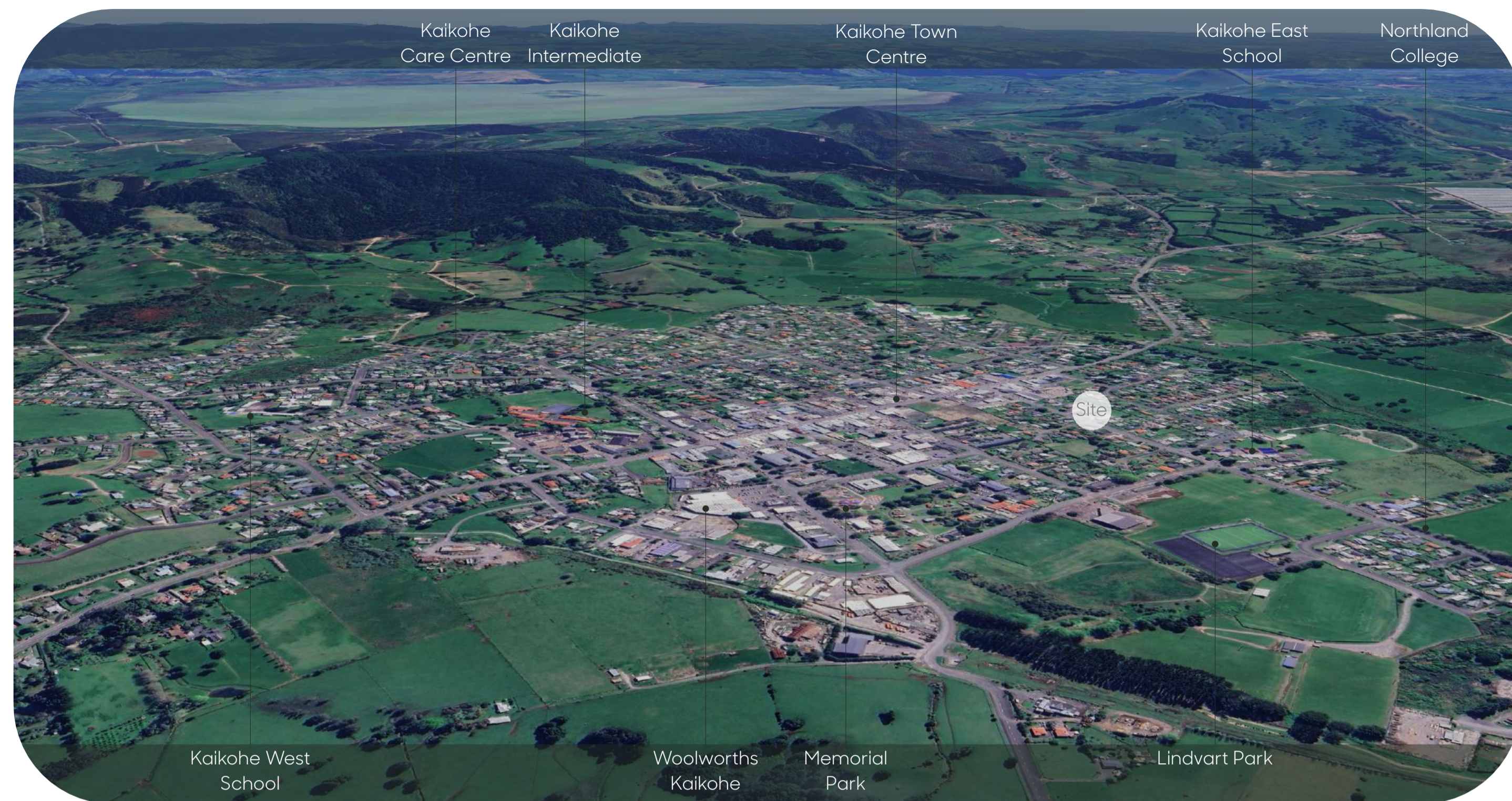
Resource Consent Landscape Package for

Gemscott Kaikohe Limited

12 - 16 Mangakahia Road, Kaikohe,
Northland

Drawing Number:	Drawing Description:	Drawing Issue Date:
2059/01	- Site Context & Local Character	28/08/24
2059/02	- General Arrangement Landscape Plan	28/08/24
2059/03	- Planting Plan	28/08/24
2059/04	- Plant Palette	28/08/24
2059/05	- Planting Details	28/08/24
2059/06	- Hardscape Plan	28/08/24
2059/07	- Fencing Plan	28/08/24
2059/08	Fencing Details 01	28/08/24
2059/09	Fencing Details 02	28/08/24

greenwoodassociates.co.nz



Kaikohe is located in the Far North of the North Island. It is a place that is rich in both Maori and European history. The town is sometimes referred to as 'the hub of the North' due to its being the central service point of Northland



The town is accessible by driving or by taking the bus, which connects Kaikohe to the rest of Northland. The site is located approximately 400m from Kaikohe Town Centre. The existing neighbourhood is a low density single storey residential area.



Lake Ōmāpere, situated north of Kaikohe, is the largest lake in the Northland region. The lake is 2.6 m deep, has a length of 5 km, and holds significant cultural and environmental values to the region.



Memorial Park is a spacious public park that is well equipped with a playground, picnic tables and a footpath that winds through the park.



There are a number of educational providers within walking distance from site which area Kaikohe East School, Kaikohe Christian School and Te Kohanga Reo o Kaikohe Kindergarten are all located within 5 minute walking distance.



V1: Existing frontage of 12 (left) and 14 Mangakahia Road (right) looking North East. There is one vehicle crossing located along the western boundary, with a low steel mesh fence separating it from the neighbor property. The boundary fence adjoining 14 Mangakahia Road is a high timber fence with a low section at the front.



V2: Existing frontage of 14 Mangakahia Road, looking north-east. A group of vegetation consisting of mature trees and shrubs can be found at the frontage. There is one vehicle crossing located on the boundary neighboring 16 Mangakahia Road.



V3: Existing frontage of 14 (left) and 16 Mangakahia Road (right), looking North East. There is no existing vehicle crossing, however, vegetation can be seen from the street. No existing fence is present along the frontage.

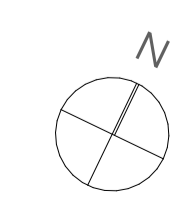
Specimen Titoki trees to add height to the landscaping whilst softening common boundaries with neighbouring properties.

- Existing vehicle crossing to be removed. Berm and path to be re-instated
- Existing tree to be removed
- Pou to be confirmed
- Kauri to be retained
- Upright native trees to add height to the landscaping within the JOAL
- Existing vehicle crossing to be removed. Berm and path to be re-instated



Hedge along internal boundaries provides a sense of privacy between each respective unit

Existing tree to remain	Native specimen trees	Fruit trees	Low planting Mix	Narrow planting	Permeable concrete	Lawn
Existing tree to remove	Small native trees	Pittosporum hedging	Native planting mix	Standard concrete	Decking	Wheelie bins
	Screening shrubs	Akeake hedging	Shade planting Mix	Exposed concrete	Bark	Gates



10 Mangakahia Road



Code	Botanical Name	Common Name	Grade	Spacing
Trees				
AA	<i>Agathis australis</i>	kauri	45L	Marked
AE	<i>Alectryon excelsus</i>	titoki	45L	Marked
ME	<i>Metrosideros excelsa 'Vibrance'</i>	pōhutukawa	45L	Marked
KE	<i>Knightia excelsa</i>	rewarewa	45L	Marked
SO	<i>Sophora tetraptera</i>	north island kōwhai	45L	Marked
CW	<i>Pseudopanax lessonii 'Cyril Watson'</i>	houpara	8L	Marked
CI	<i>Citrus x limon</i>	lemon	8L	Marked
CS	<i>Citrus x sinensis</i>	orange navel	8L	Marked
CL	<i>Citrus x latifolia</i>	tahitian lime	8L	Marked
Hedges				
DV	<i>Dodanea viscosa</i>	akeake	8L	800mm
PS	<i>Pittosporum 'Stephens Island'</i>	nz pittosporum	8L	800mm
Shrubs, grasses & groundcovers				
DN	<i>Dianella nigra</i>	turutu	2L	400mm
LA	<i>Lobelia angulata</i>	panakenake	2L	800mm
LM1 Low Planting Mix 1*				
40%	<i>Libertia ixioides</i>	mikoikoi	2L	600mm
40%	<i>Carex comans 'Frosted Curls'</i>	sedge	2L	600mm
20%	<i>Lobelia angulata</i>	panakenake	2L	600mm
LM2 Low Planting Mix 2*				
40%	<i>Libertia peregrinans</i>	mikoikoi	2L	800mm
40%	<i>Carex testacea</i>	speckled sedge	2L	800mm
20%	<i>Muehlenbeckia complexa</i>	pohuehue	2L	800mm
SM Shade Tolerant Planting Mix*				
40%	<i>Dianella nigra</i>	turutu	2L	600mm
40%	<i>Asplenium bulbiferum</i>	pikapiko	2L	600mm
20%	<i>Fuchsia procumbens</i>	creeping fuchsia	2L	600mm
NM Native Planting Mix*				
25%	<i>Astella banksii</i>	kowharawhara	2L	800mm
25%	<i>Coprosma repens 'Poor Knights'</i>	taupata	2L	800mm
25%	<i>Phormium 'Emerald Gem'</i>	dwarf wharariki	2L	800mm
25%	<i>Arthropodium cirratum</i>	rengarenga	2L	800mm
EX1	Existing tree to be removed			
EX2	Existing kauri tree to be retained			

Notes: *Planting mixes to be planted in species groups of 3 min. for small garden (<9m2) and 5 min. for larger gardens (>9m2)



AA
Agathis australis



AE
Alectryon excelsus



ME
Metrosideros excelsa 'Vibrance'



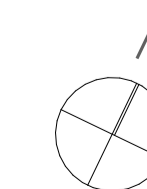
KE
Knightia excelsa



SO
Sophora microphylla



CW
Pseudopanax lessonii 'Cyril Watson'



SPECIMEN TREES

FRUIT TREES



AA

Agathis australis



AE

Alectryon excelsus



ME

Metrosideros excelsa 'Vibrance'



KE

Knightia excelsa



SO

Sophora tetraptera



CL

Citrus × latifolia



CS

Citrus sinensis

HEDGING, SHRUBS & GROUNDCOVERS



CW

Pseudopanax lessonii 'Cyril Watson'



DV

Dodonaea viscosa - hedge



PS

Pittosporum ralphii 'Stephens Island' - hedge



DN

Dianella nigra



LA

Lobelia angulata



CI

Citrus limon

LOW PLANTING MIX 1

LOW PLANTING MIX 2



LM1

Libertia ixioides



LM1

Carex comans 'Frosted Curls'



LM1

Lobelia angulata



LM2

Libertia peregrenans



LM2

Carex testacea



LM2

Muehlenbeckia complexa

SHADE TOLERANT PLANTING MIX

NATIVE PLANTING MIX



SM

Dianella nigra



SM

Asplenium bulbiferum



SM

Fuchsia procumbens



NM

Astelia banksii



NM

Coprosma 'Poor Knights'



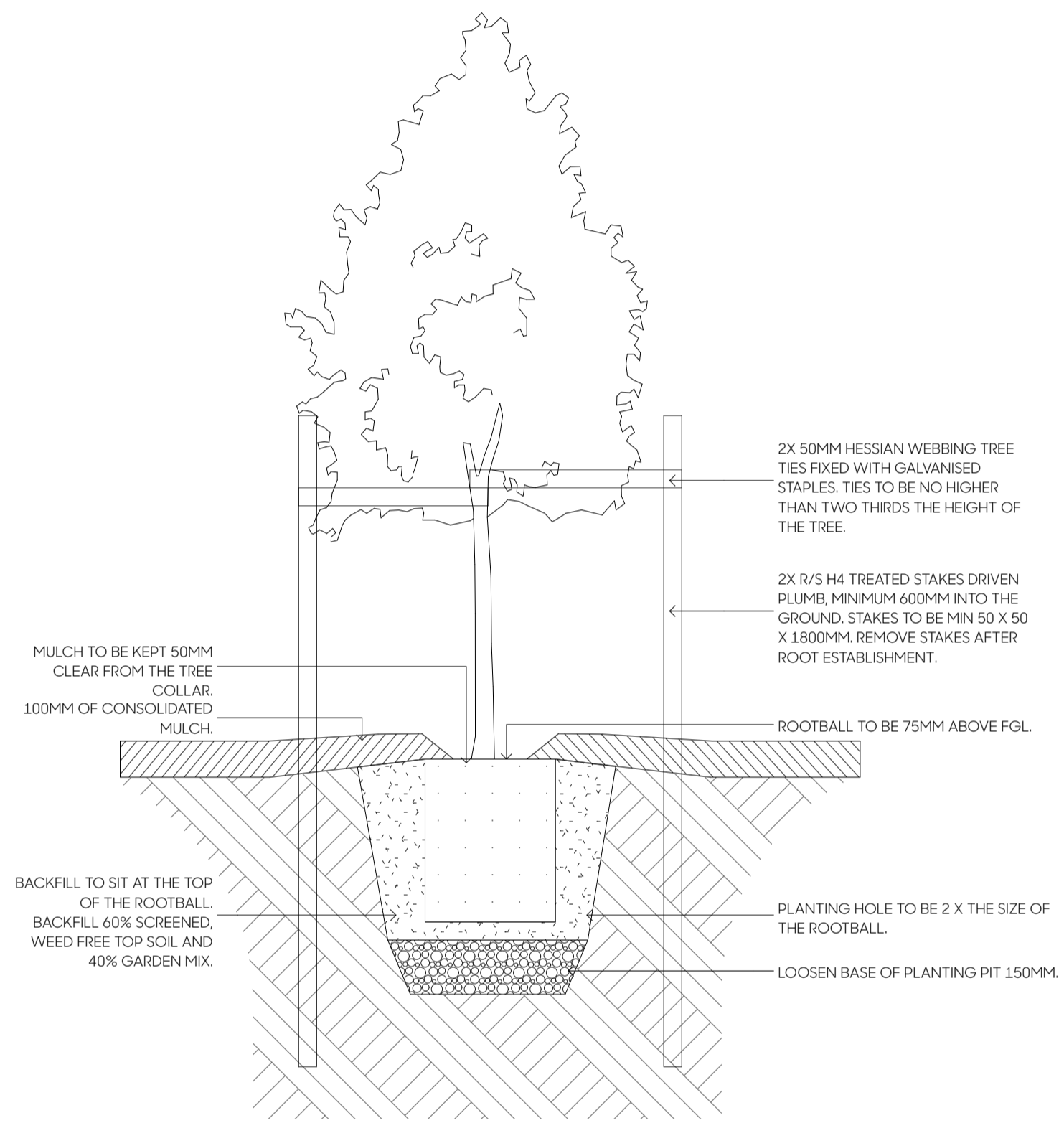
NM

Phormium 'Emerald Gem'

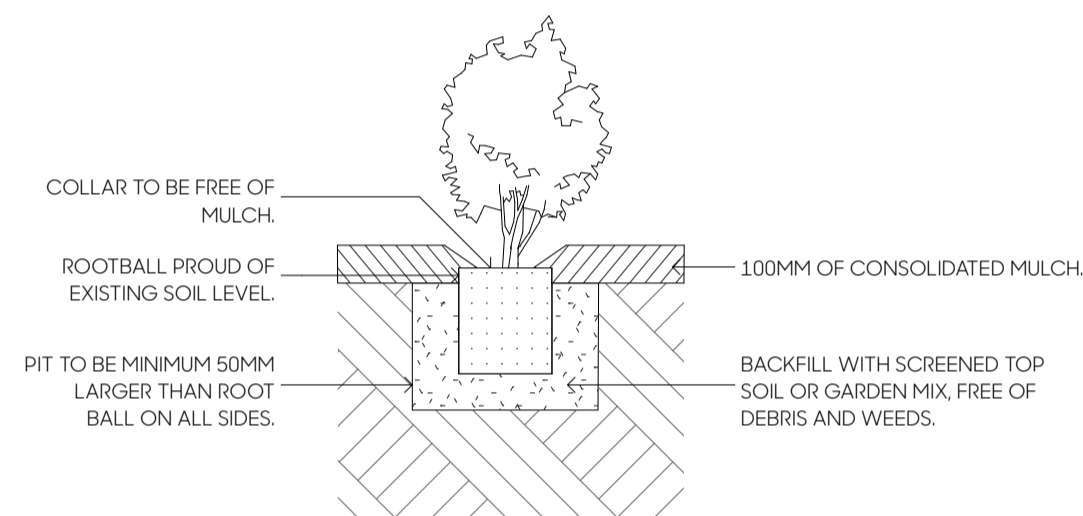


NM

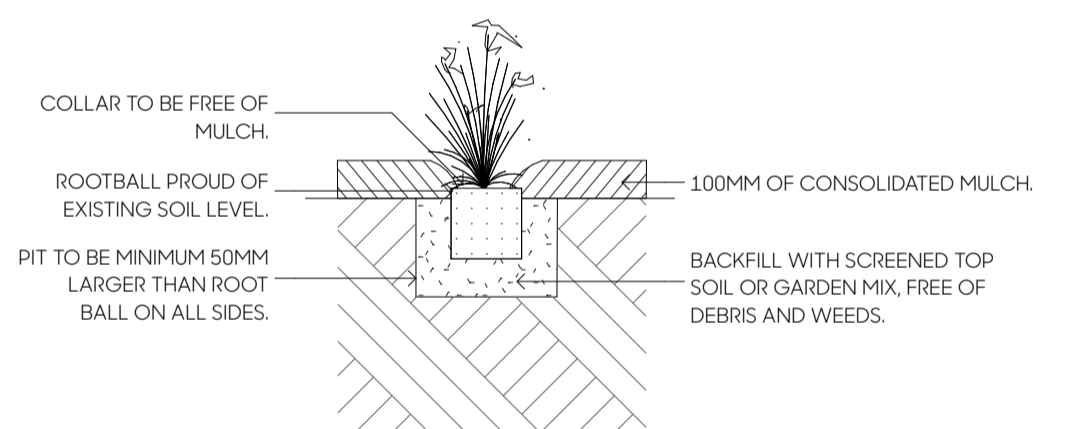
Arthropodium cirratum



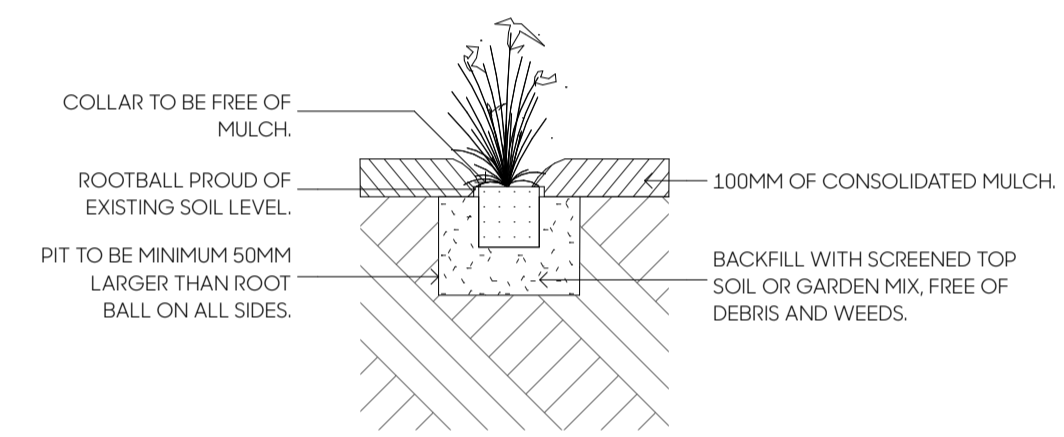
PD-01: TREE IN GARDEN
1:15 @ A1, 1:30 @ A3



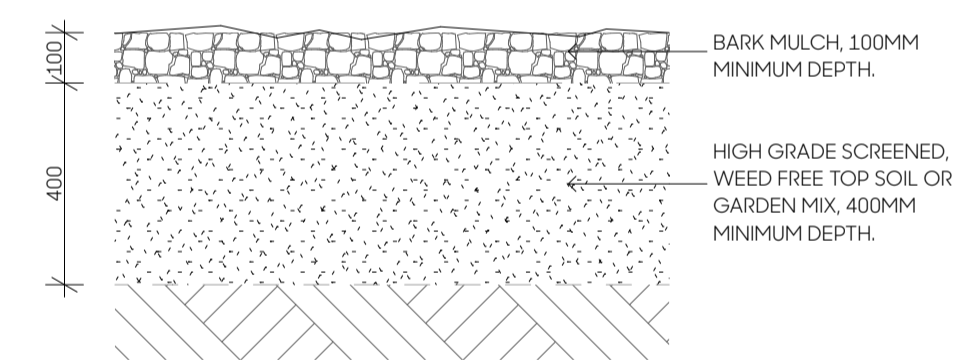
PD-02: PB12 (8L) SHRUB IN GARDEN
1:15 @ A1, 1:30 @ A3



PD-03: PB5 (3L) SHRUB/GRASSES IN GARDEN
1:15 @ A1, 1:30 @ A3



PD-04: PB3 (2L) SHRUB/GRASSES IN GARDEN
1:15 @ A1, 1:30 @ A3



PD-05: GARDEN BEDS
1:15 @ A1, 1:30 @ A3

Code	Name	Specification
Hardscape Surfaces		
SC	Standard concrete - Pedestrian	100mm thick, standard concrete, broom finish, no oxide
SC1	Standard concrete - Vehicular	150mm thick, standard concrete, broom finish, no oxide
EA	Exposed aggregate concrete	150mm thick, standard concrete, exposed finish, no oxide
PC	Permeable concrete	Permacon permeable concrete, charcoal finish
DE	Timber decking	Pine decking
LA	Lawn	PGG Wrightson DuraVeg* Berm Mix Sowing Rate: 30-50g/m2
BA	Bark chip	High grade bark chip, No4 20-25mm
Hardscape Elements		
CC	Compact folding clothes line	Austral Compact Fold Down AUC28WG (2.4mX0.9m) (28m line)
TA	Stormwater tank	Refer to Civil Engineer's drawings for specifications
SS	Storage shed	Garden Master sheds GM1511 (1.53mX1.08m)
SH	Storage shed	Garden Master sheds GM1508 (1.53mX0.785m)
SB	Storage box	Keter Comfy storage box 270L
LE	Letterbox	Box Design 'Urban' letterbox (W250xH190xD400mm), front opening, black powder coat finish, lockable, adhesive street numbers. Integrate or fix to timber posts/ bollards on street frontage.
LB	Letterbox bank	Letterbox bank consists of 6 x Box Design 'Urban' letterbox (W250xH190xD400mm), front opening, black powder coat finish, lockable, adhesive street numbers
LT	Letterbox bank	Letterbox bank consists of 5 x Box Design 'Urban' letterbox (W250xH190xD400mm), front opening, black powder coat finish, lockable, adhesive street numbers
BL	Bollard	1000mm high timber bollard with individual unit numbers routed or applied to the timber. Potential LED light to be incorporated into timber
BO	Basalt boulder	Basalt boulders to be incorporated along the street frontage
WS	Wheel stop	Hardwood timber or rubber wheel stops
BS	Bin storage	Bin storage area
PO	Pou	Location and orientation to be confirmed with Iwi



Standard concrete



Letterbox fixed to timber bollard



Permeable concrete



Letterbox bank



Feature basalt rocks in garden, sourced from the far north region



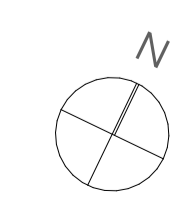
Timber bollard unit signage for wayfinding/ potential LED lighting opportunity.

Feature basalt rocks

Client
Gemscott Kaikohe Limited

Project
12 - 16 Mangakahia Road, Kaikohe, Northland

Drawing
2059/06 Hardscape Plan



Scale
1:150@A1
1:300@A3

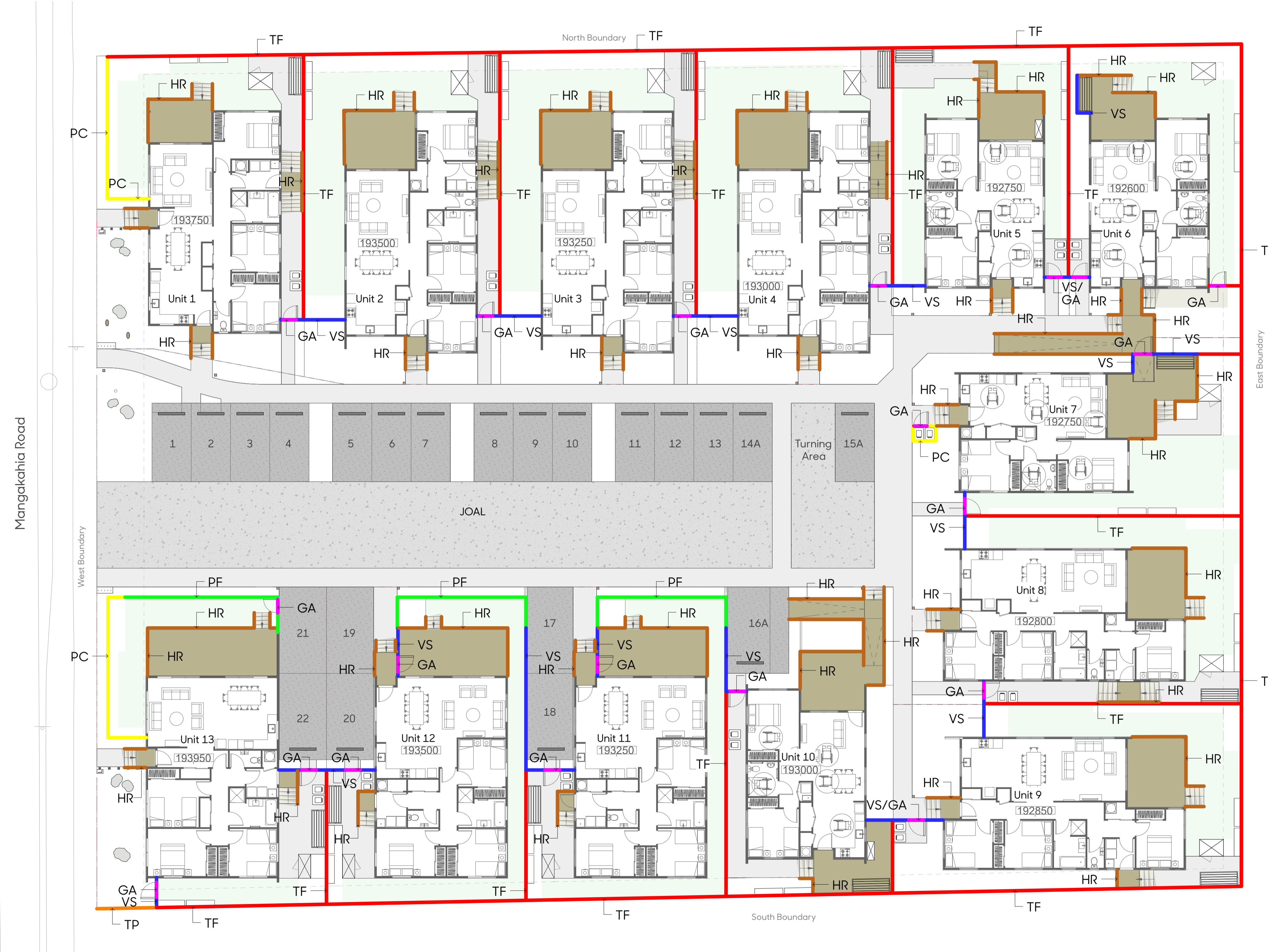
Issue Date
28/08/24
Issue
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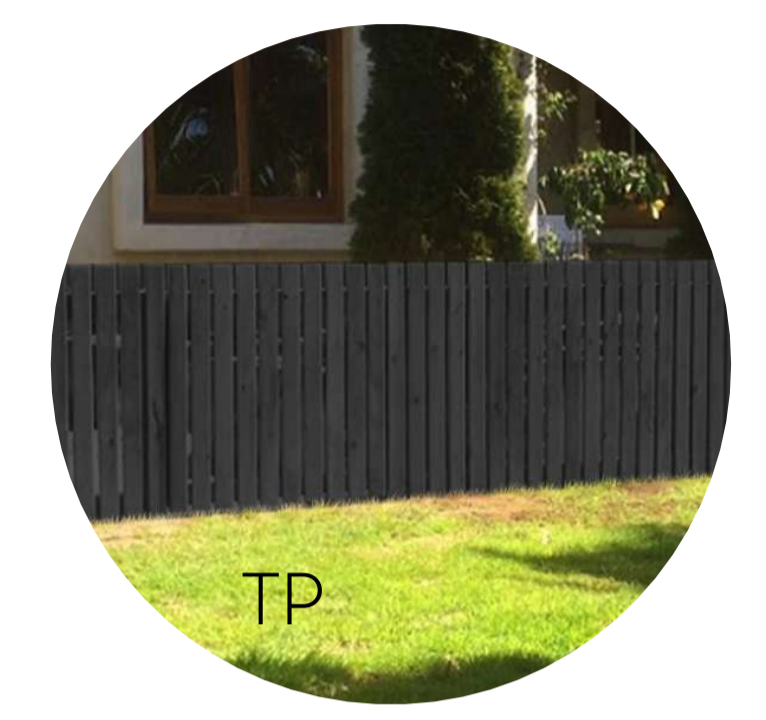


Code	Name	Specification
TF	Timber paling fence	1.8m high, 150x25mm H3.2 vertical palings, no spacing
TP	Timber paling fence	1.2m high, 150x25mm H3.2 vertical palings, no spacing
VS*	Vertical slatted screen	1.8m high, aluminium vertical slatted screen, 15mm spacing, black finish
PF	Vertical picket fence	1.5m high, 65mm aluminium picket fence, black finish
PC	Vertical picket fence	1.2m high, 65mm aluminium picket fence, black finish
HR**	Balustrade/handrail	1.2m high, aluminium picket or batten balustrade, black finish.
GA	Gate to match fence intersecting	Self-closing hinges, child proof latch, discourages climbing

*Note: Fence height to be measured from top of decking where located on decks
 **Note: Handrails to be fixed to balustrade on ramps and stairs. Balustrades to be fixed to decks where falls are over 500mm



1.8m Timber paling fence



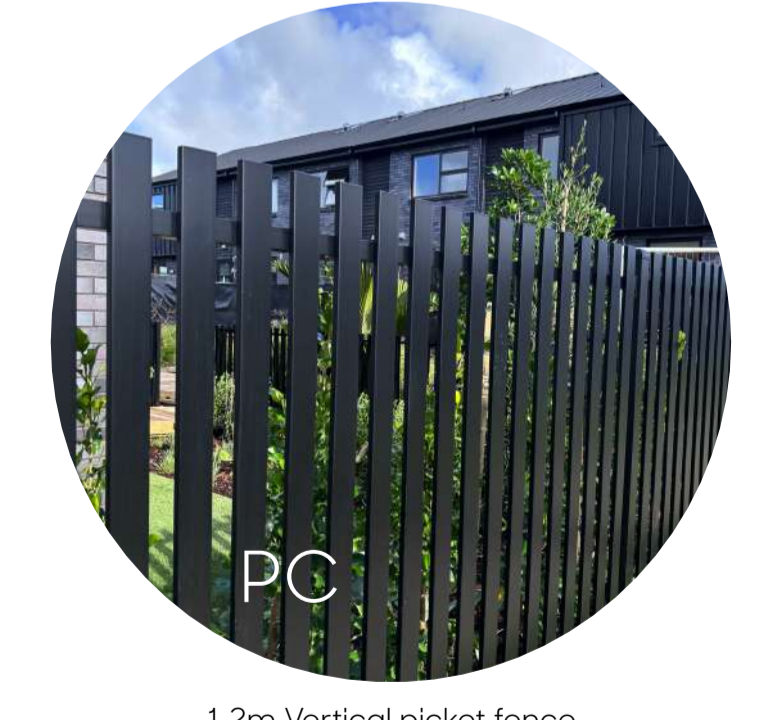
1.2m Timber paling fence



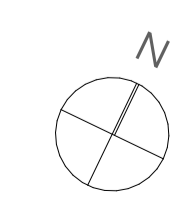
1.8m Vertical slatted screen

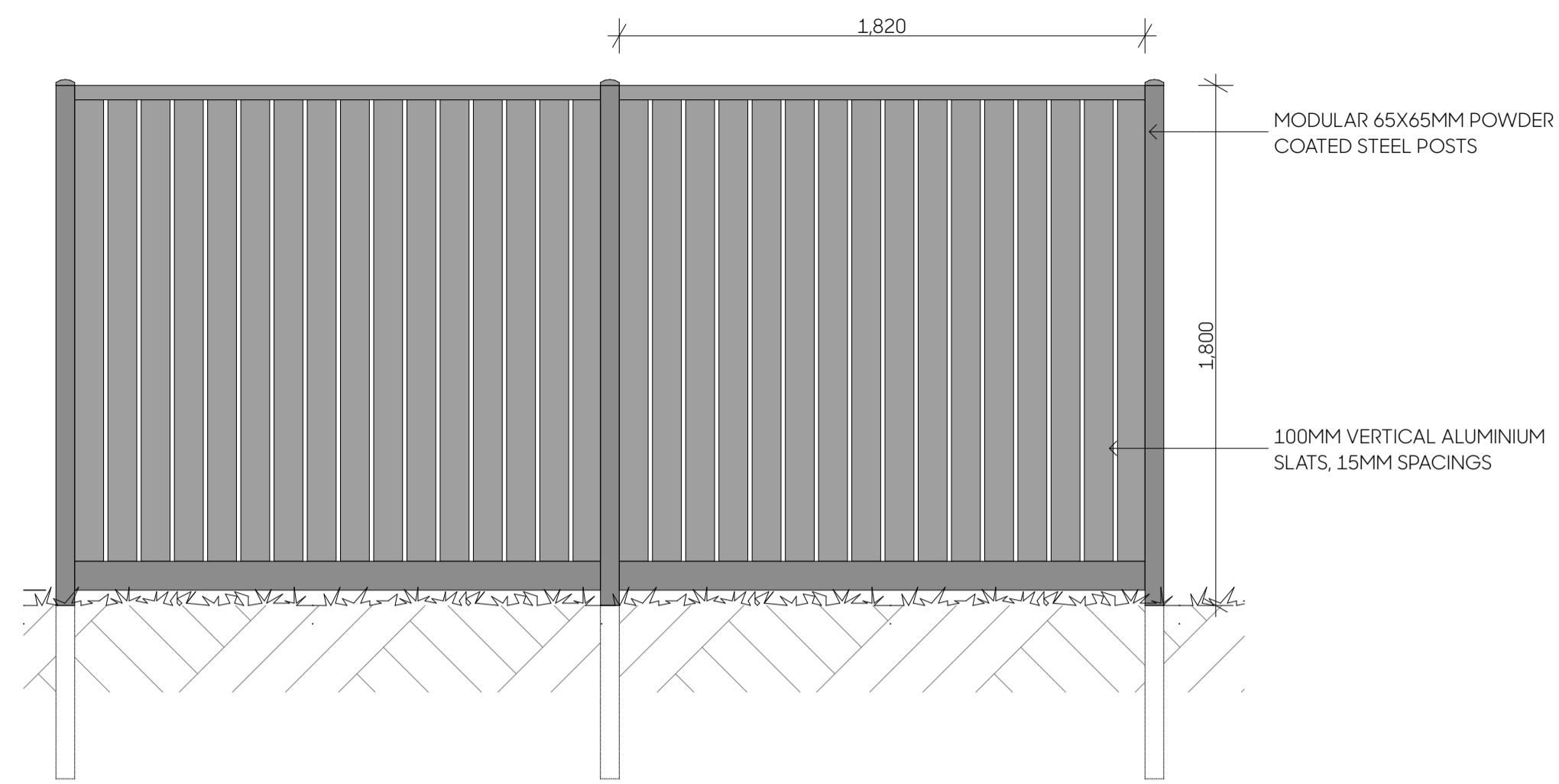


1.5m Vertical picket fence

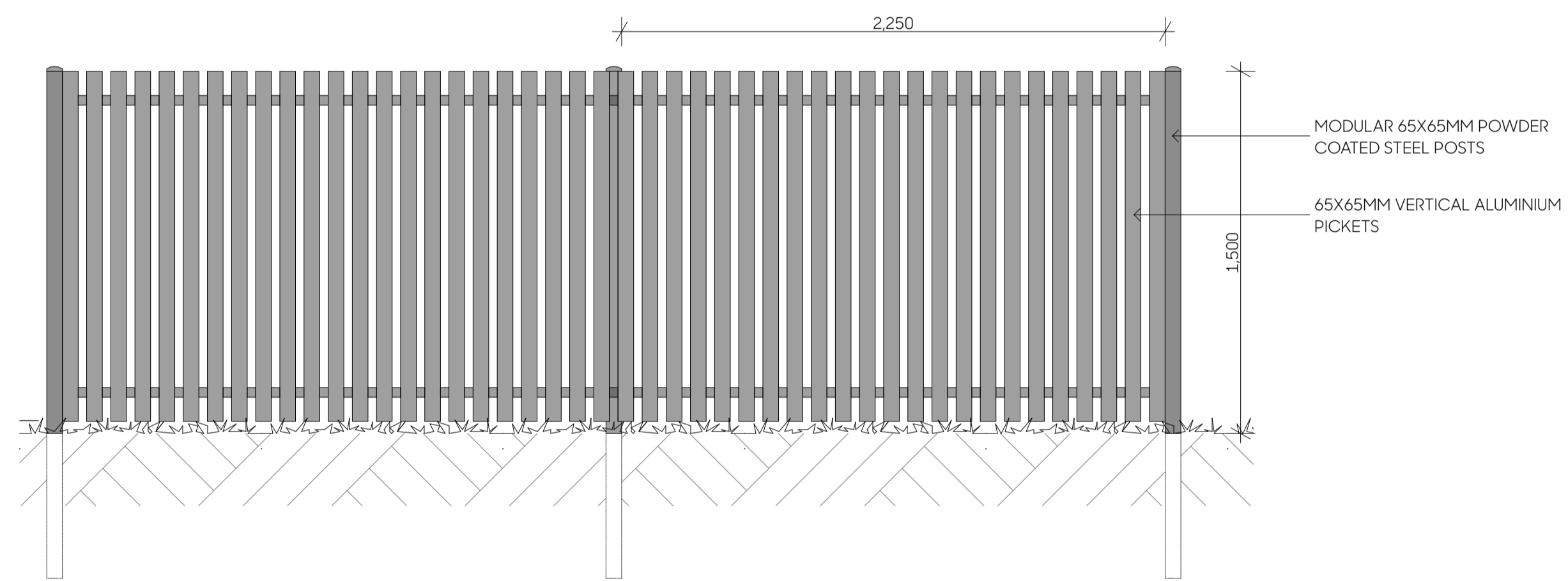


1.2m Vertical picket fence

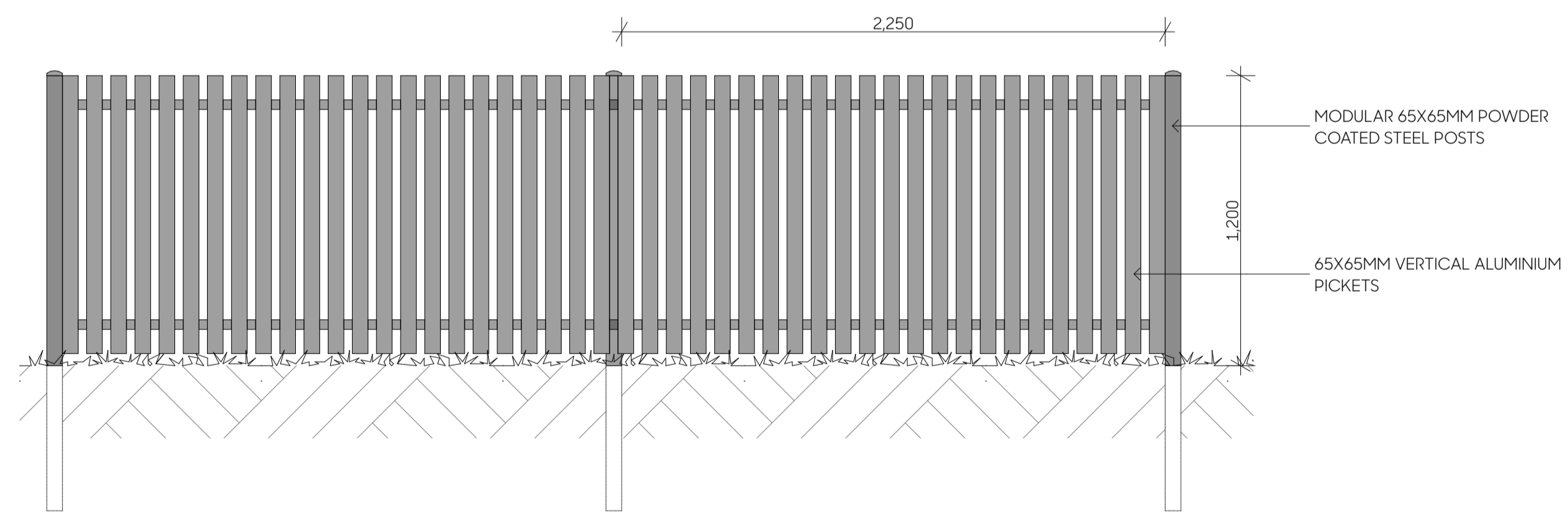




FD-VS: 1.8M ALUMINIUM SLATTED SCREEN 1:20@A1 / 1:40@A3



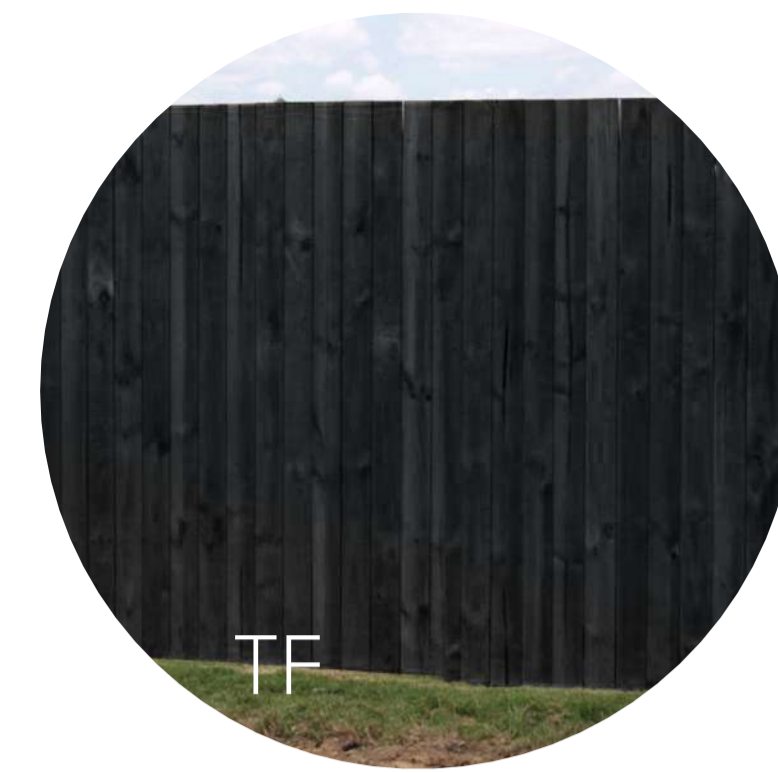
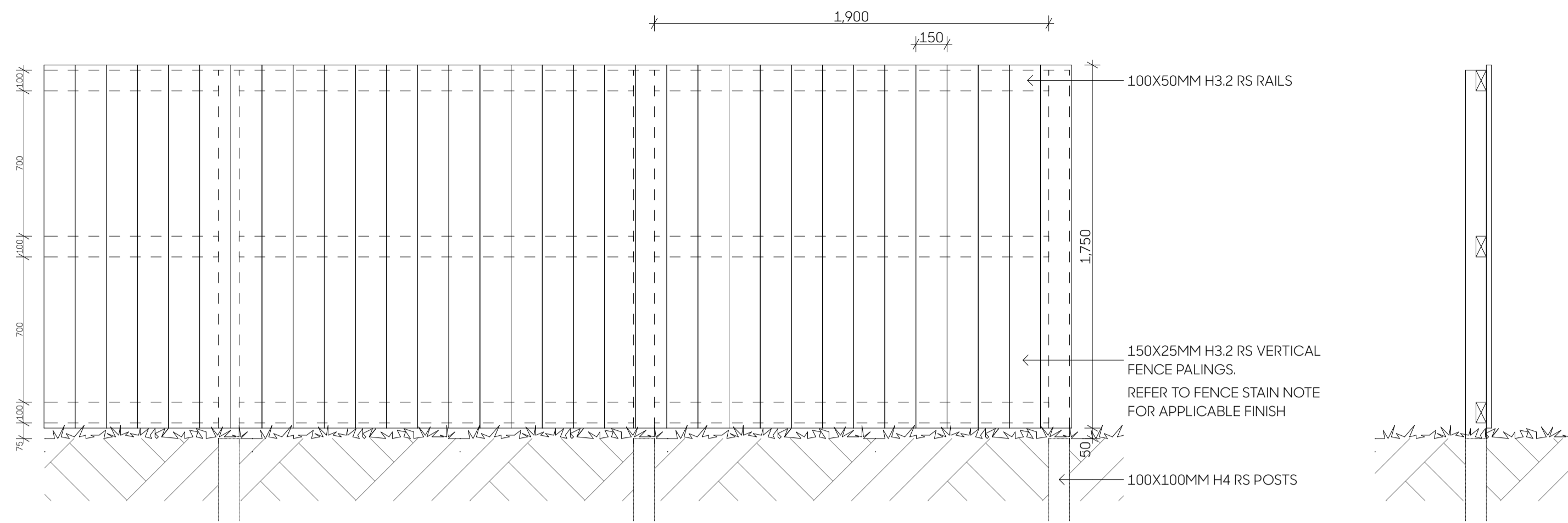
FD-PF: 1.5M ALUMINIUM PICKET FENCE 1:20@A1 / 1:40@A3



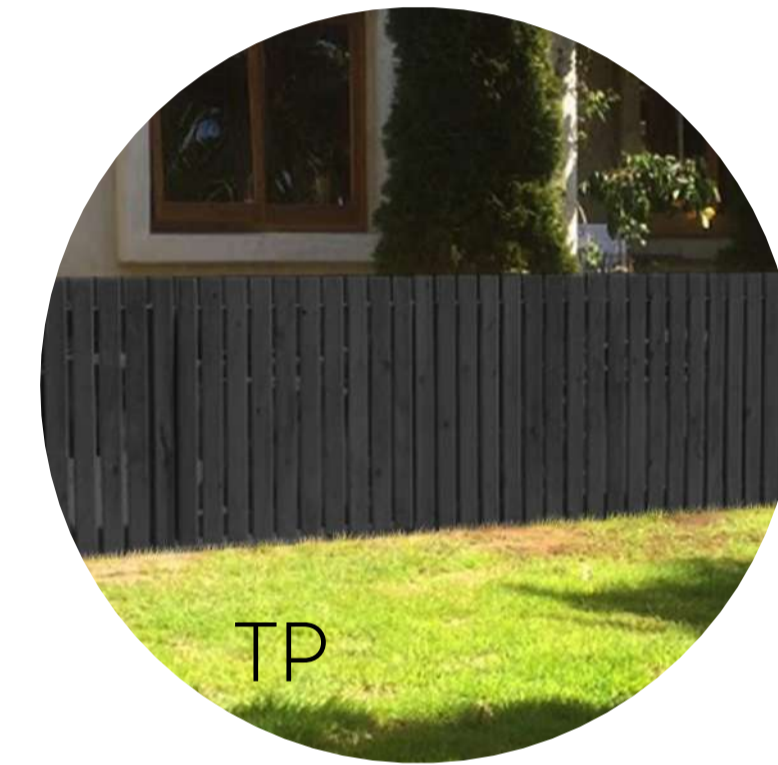
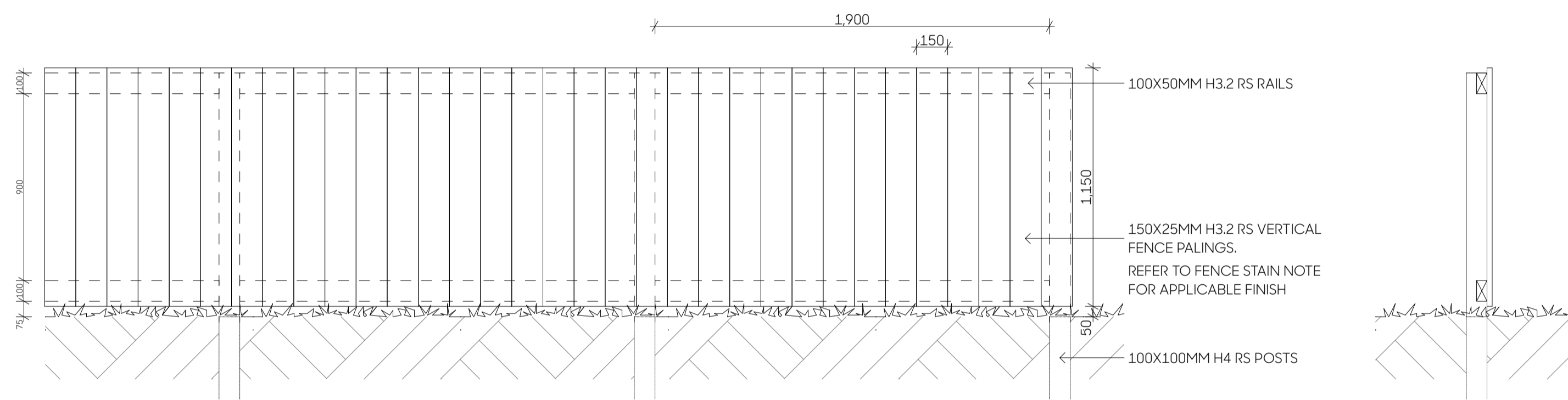
FD-PC: 1.2M ALUMINIUM PICKET FENCE 1:20@A1 / 1:40@A3



NOTES: ALL FENCE POSTS TO BE IN 300MM DIAMETER CONCRETE ENCASEMENT TO A MINIMUM DEPTH THAT IS 1/3 OF THE TOTAL FENCE HEIGHT UNLESS OTHERWISE SPECIFIED.



FD-TF: 1.8M TIMBER PALING FENCE 1:20@A1 / 1:40@A3



FD-TP: 1.2M TIMBER PALING FENCE 1:20@A1 / 1:40@A3

NOTES: ALL FENCE POSTS TO BE IN 300MM DIAMETER CONCRETE ENCASEMENT TO A MINIMUM DEPTH THAT IS 1/3 OF THE TOTAL FENCE HEIGHT UNLESS OTHERWISE SPECIFIED.



Planning | Surveying | Engineering | Environmental

Gemscott Kaikohe Ltd

Engineering and Infrastructure Report for
Subdivision of 12-16 Mangakahia Road, Kaikohe

A24056
Gemscott Kaikohe Ltd
20th September 2024

Document Control

Gemscott Kaikohe Ltd, Subdivision Works
12-16 Mangakahia Road, Kaikohe,
A24056
Auckland
R0

Author: Ash Vodnala

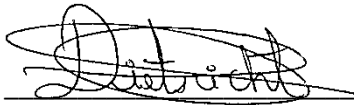
Civil Engineer



Date: 20/09/2024

Authorised By: Dietrich Truchsess

Principal Engineer



Date: 20/09/2024

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Appendix A: Calculations

Appendix B: Engineering Drawings

1. Introduction

CKL has been engaged by Gemscott Kaikohe Ltd (applicant) to prepare an Engineering & Infrastructure Report in support of a proposed subdivision at 12-16 Mangakahia Road, Kaikohe.

The scope of this report details the following:

- Earthworks
- Access
- Stormwater Management
- Wastewater Reticulation and Disposal
- Water Supply
- Utility services

Preliminary civil infrastructure assessment has been undertaken for the purposes of informing architectural design and to detail the required engineering works for the proposed subdivision.

It is noted that waste management and lighting are not commented on within this report.

The assessment has been undertaken based on information from the following sources:

- Far North District Council online GIS information (GeoMaps accessed May 2024);
- Far North District Council Code of Practice (FNDC CoP)¹;
- CCTV of exiting downstream public drainage lines;
- Topographical survey by Taito Survey's Ltd.

2. Background

2.1. Existing Site

The development site (Lot 1-2 DP 38493) comprises of an existing property at 12-16 Mangakahia Road with an approximate land area of 0.3938Ha located within the Far North District Council (FNDC). The site is in within the General Residential Zone and is currently occupied by an existing dwelling on the property at 12 Mangakahia Road and also a commercial building located on 14-16 Mangakahia Road. Both properties currently have separate vehicle crossings which provide access to vehicles off Mangakahia Road.

The site in its current state exhibits a gentle slope with contour of approx. RL 193.25 (western boundary) to RL 191.75 (eastern boundary) over a length of 73m. This translates to an approximate change in height of 1.5m and slope of 2.05% towards the properties which are located along Purdy Street.

The site predominantly features a few existing dwellings/structures and large gravel car parking space. There are various trees located within the site along and Kauri tree of significant one which is located along the site frontage on Mangakahia Road. There is also a existing hedge line that runs along the southern boundary of the site.



Figure 2.1.1: Existing site (FNDC GIS Maps)

2.2. Proposed Works

The proposed works associated with this application are for the infrastructure and servicing required to enable a 13-lot residential subdivision. This includes:

- Clearing and demolition works
- Bulk earthworks
- Construction of new vehicle crossing within the existing road and construction of new internal accessway, carparking, and pedestrian footpaths
- Installation of new public/private stormwater and wastewater drainage
- Installation of new public water supply connections and private water supply
- Installation of utility services

Preliminary civil engineering design and calculations for the subdivision works have been undertaken for the purposes of the resource and subdivision consent. Following acquisition of the consents, EPA and building consents will be sought to facilitate the construction works.

Please see below Figure 2.2 for information on the proposed development.



Figure 2.2 – Architectural layout (source: A Studio)

3. Earthworks and Erosion & Sediment Control

3.1. Earthworks (cut and cover)

The site earthworks comprise a proposed cut and cover operation over an area of approximately 3,890m². The total estimated earthworks volumes associated with the development are presented in Table 3.1: below.

Earthworks	Volume (m ³)
Cut volume	49
Fill volume	293
Balance	244 (FILL)

Table 3.1: Estimated Earthworks Volumes

All estimated earthworks volumes are solid measure quantities calculated using a comparison between the stripped topsoil level (-200mm average topsoil depth) vs the design subgrade level (-300mm from finished ground level). It is expected that additional fill material required to achieve the finished levels will be imported to the site as well as any other

materials required for the construction of civil works including pavements and drainage.

3.2. Retaining Walls

Given the topography of the site, no retaining walls are proposed. Minor landscape walls may be part of building consents for the buildings if required (by others).

3.3. Erosion & Sediment Control

3.3.1. General

In accordance with industry best practice and resource consent requirements, implementation of erosion and sediment controls during the earthworks operation will be undertaken during the construction works.

Minor earthworks are expected on site in order to achieve the design levels for the proposed development. Erosion and sediment control and site stabilisation during earthworks will be undertaken in accordance with the methodologies of Auckland Council Guideline Document 2016/005, Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region (GD05).

Earthworks undertaken in accordance with these guidelines will act to minimise and/or mitigate any adverse environmental effects of sediment discharge during the works through appropriate use and design of erosion and sediment control techniques and measures.

The proposed erosion and sediment control methodology is detailed in the following sections. It is noted that the methodology may be subject to change depending on the Contractor's construction operation and phasing, which will be discussed with Council at the time of works.

3.3.2. Proposed Controls

The proposed erosion and sediment controls are as follows:

- **Chemical Treatment**
The proposed SRPs and DEBs shall be treated by PAC (or similar) flocculant via a rainfall activated dosing system to provide a high level of sediment removal from the expected runoff prior to discharge.
 - **Silt fences/Filter Socks**
Silt fences will be installed around the site perimeter to control sediment discharges from the site. Mulched-filled filter socks will be used around nearby road catchpits and will be retained until sufficient stabilisation is achieved over the site, given that sediment laden runoff onto the roadways can invariably occur during the construction works.
- **Stabilised Construction Access**
A stabilised construction access will be installed as a primary access point to the site. The position will be confirmed onsite with the Contractor at the time of works. Facilities to

enable wash down of vehicles i.e. water blaster as a minimum, may be used to ensure vehicles' tyres are cleaned down prior to exiting the site onto the adjacent roads to ensure sediment is not transported offsite.

- Site Stabilisation

Once the subgrade levels are achieved, rapid site stabilisation will be undertaken and shall comprise:

- Hard filling building platforms for future slab construction.
- Placement for accessway aggregate.
- Re-topsoiling in conjunction with grass seeding/straw mulching to establish grass cover over development lots and landscape areas.

Site stabilisation will reduce the time bare earth is exposed to erosive forces and ability for generation of sediment laden runoff. Perimeter controls will remain in place until adequate stabilisation is achieved over the site.

Refer CKL Drawings No. A24056-2200 and 2300s in Appendix B for further details.

4. Access

4.1. Existing

As mentioned in Section 2.1, there are two existing vehicle crossings which service the existing properties with access directly off Mangakahia Road. These existing crossings will be removed and replaced with one main vehicle crossing as part of the subdivision works.

4.2. Proposed

A new 5.50m wide vehicle crossing will be constructed to serve the development site accessing directly off Mangakahia Road. The proposed accessway identified as JOAL 1 will be a 5.5m formed width, with an additional 1.2m pedestrian footpath adjacent to the accessway. JOAL 1 will provide access to units 1-13 and has a 5.0% slope coming off the main road and then transitions to a gentle 2.0% gradient within the site.

The formed concrete areas for the main trafficable space and footpaths are to be constructed using standard concrete however, permeable pavement is proposed to be used for the carparks. The final surface finishes are to be in line with the landscape details provided within the architectural drawing set.

Please refer to the finished levels and typical construction details of the speed table which have been provided within CKL Drawings No. A24056-3000 and 3100 and also refer to separate CKL Transportation report for further details for any other transport related matters.

5. Stormwater

5.1. Existing Stormwater System

There is no public stormwater infrastructure within direct vicinity of the site (refer Figure 5.1).



Figure 5.1 – Existing public SW network (FNDC GIS Maps)

There is an existing stormwater line which is located further north which runs through the property of 6 Mangakahia Road. The stormwater line is reported as a 300mm dia RC pipe and appears to collect flows from two catchpits that are located on Mangakahia Road. The stormwater flows eventually drain along Purdy Street and outlet into an unlined channel at the end of Kowhai Ave. As mentioned in the CKL stormwater management report, we believe that the site currently has no stormwater drainage provisions and all stormwater appears to sheet flow towards the neighbouring properties along the eastern boundary and would likely enter into the piped network via the existing catchpits further down Purdy Street.

There are no existing OLFP or flood plains/flood prone areas which directly pass through the site however, there are overland flow path and flood extent zones around the subject site which are indicated on the FNDC GIS system as shown in Figure 5.2 below.



Figure 5.2 – Overland Flowpaths and Floodplains (FNDC GIS Maps)

5.2. Proposed Stormwater System

To support the new development, we propose to extend the stormwater network along Purdy Street and through the property at 9 Purdy Street. We propose to install a new public manhole (SWMH 1-1) on the existing stormwater line which will serve as the connection point for the above-mentioned piped network.

Given the limited amount of stormwater infrastructure available in the vicinity of the site, we deem this stormwater extension as the only practical solution that is available to manage and convey the stormwater flows within the site. We have gained neighbours approval from the property owner at 9 Purdy Street to extend the public network between the property boundary and the existing dwelling.

Internally, the development will feature a combination of standard and permeable paving for hardstand areas. Surface runoff will be managed as follows:

- **Impervious Surfaces:** The main trafficable JOAL and all footpaths will be constructed as impervious surfaces. Runoff from these areas will be captured via private catchpits connected to the internal piped network.
- **Permeable Surfaces:** All carparks will feature permeable surfaces to manage surface runoff.

Recognizing an increase in impervious coverage and being located in an area where downstream flooding has been identified, we will adhere to Table 4-1 of the FNDC

environmental standards by attenuating stormwater runoff to a 2 and 5-year event, reducing post-development flows to 80% of pre-development levels.

A detailed analysis of downstream impacts shows an increase in peak flow from the development of 66.6 L/s for a 5-year event. Given that the site is located in proximity to areas where downstream flooding has been identified, A downstream flooding analysis was conducted, confirming that the development has negligible effects on downstream areas. As a result, attenuation for the 100-year ARI rainfall event is not required.

To limit peak flows, we will implement stormwater detention as follows:

- **Above-Ground Attenuation Tanks:** Each lot will have tanks to capture all roof runoff, allowing for general reuse by residents.
- **Below-Ground Attenuation Tanks:** Located within the JOAL area to manage additional runoff.

Furthermore, the neighbouring property at 18 Mangakahia Road have requested an extension of the stormwater network to enable future development on their site. We proposing to install a private 300mm dia pipe which extends from SWMH 1-5 into the neighbouring property and will be end capped and available for further extension.

The main stormwater pipes for the extension were initially designed as 300mm diameter however, we have increased the size to 375mm to cater for additional flows which will be generated through future development further upstream. Pipe protection measure inline with FNDC standards will be installed onsite.

Refer to the CKL calculations for the respective catchment areas in Appendix A, CKL Drawing Series A24056-4000s in Appendix B and the CKL Stormwater Management Report for further details.

6. Wastewater

6.1. Existing Wastewater Network

Existing public wastewater infrastructure is located within the rear of the existing lots and is reported in the FNDC online maps to be a 150mm uPVC line and drains towards the south. The existing dwelling appears to be serviced through a connection directly of the public line mentioned above, as seen in Figure 6.1 below. Based on topo data and the surveyed invert levels at the upstream and downstream manholes, the existing wastewater line has a vertical grade of 0.5%.



Figure 6.1 – Existing public wastewater (FNDC GIS Maps)

The wastewater line continues down the neighbouring properties and connects to a pumps station further downstream. Whilst conducting our due diligence investigations for the site and during the pre-application process, FNDC confirmed that the existing pipe has capacity for the proposed development.

6.2. Proposed Wastewater Network

We propose to utilise the existing wastewater network to service our development by realigning a portion of the existing 150dia uPVC line which passes through our site and also providing some private wastewater lines to provide internal reticulation within the proposed site.

During design meetings held with Council, we had discussed various matters in order to determine the best alignment and required room for access in the event that FNDC maintenance crews were required to undertake any works on public assets within the development. We have taken this feedback on board and believe that we have provided sufficient clearance to the structures in order to allow safe access to the proposed public assets. The final alignment of the proposed wastewater line will be refined as part of EPA and BC design but no major changes are anticipated.

Wastewater calculations have been undertaken to assess the net increase in post-development wastewater discharge from the site. The sizing and design for the above network has been based on the FNDC Engineering Standards design flow criteria (Section 5.2.2.2), where the post development flow allowance has been calculated using a design occupancy of 4 people per dwelling and 200 l/p/d. Below is a summary of the wastewater flows have been calculated:

- **Pre development PWWF:** for the existing site (2 units) is 0.093L/sec
- **Post development PWWF:** for (13 units) is 0.602L/sec.
- **Net increase:** of 0.509 L/sec for the proposed development.

Refer to CKL calculations in Appendix A and CKL Drawing series A24056-4000s in Appendix B for further details.

7. Water Supply

7.1. Existing Network

There is an existing watermain located within the within the road carriageway of Mangakahia Road. Refer to Figure 7.1 below.



Figure 7.1 – Existing public water supply (FNDC GIS Maps)

7.2. Proposed Network

It is proposed to connect to the existing 150 AC public watermain within the road reserve of Mangakahia Road as per the plans seen in Appendix A, as such no public reticulation is necessary apart from public connection to the proposed water meters and water meter banks. Further details of the water network will be provided in future building consent and EPA applications.

Water demand calculations have been undertaken to assess the net increase in post-development demand (litres per day / litres per second) (refer Appendix A).

The design has been based on Section 6-2 of the FNDC water supply engineering standards which outlines the calculation of the peak hourly demand flows (PHD).

Therefore, the following water supply flows have been calculated:

- **Pre development PHD:** for the existing site (2 units) is 0.278 L/sec
- **Post development PHD:** for (13 units) as 1.806 L/sec.
- **Net increase:** of 1.528 L/sec for the proposed development.

The net increase in water demand is considered negligible and so we assume that capacity exists in the existing public watermain in Mangakahia Road. Further details will be provided at future building consent and EPA approvals.

There is an existing fire hydrant located at the corner of the property at 10 and 12 Mangakahia Road, which is located within the 135m distance for the furthest Unit of the proposed development. This satisfies the requirements of SNZ PAS 4508:2008 FW2 classification. Fire hydrant testing has also been undertaken and confirmed a flow rate of 39.2 L/s.

Refer to CKL calculations in Appendix A and CKL Drawing no A24056-6000 in Appendix B for further details.

8. Utility Services

8.1. Existing Services

It is noted that existing power and communication services are present within the road reserves of Mangakahia Road.

8.2. Proposed Services

Power and telecommunication services are to be extended from the services within the road reserve to the development via common service trench within the accessway of the development. Engagement of with the power and communications providers will be done during the detailed design phase of the project.

9. Limitations

This report has been prepared solely for the benefit of our client with respect of the particular brief and it may not be relied upon in other contexts for any other purpose without the express approval by CKL. Neither CKL nor any employee or sub-consultant accepts any responsibility with respect to its use, either in full or in part, by any other person or entity. This disclaimer shall apply notwithstanding that the report may be made available to other persons including Council for an application for permission, approval or to fulfil a legal requirement.



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APPENDIX A

Calculations



Job Name 12-16 Mangakahia Road, Kaikohe File Name A24056-ED-ENGDATA-SW Pipe Capacity Calcs.xlsx
 Job No. A24056 Sheet Name Runoff
 Date 20.09.24 File Path
 By AV Checked DT

Aim: to assess proposed pipe capacity for collecting catchment

Assumptions:

Runoff Coefficient (c):
 c=0.95 for roof
 c=0.90 for impervious pavement
 c=0.5 for permeable pavement
 c=0.3 for permeable surfaces

Roughness factor (k):
 k = 0.6 for pipe diameter > 1000mm
 k = 1.5 for pipe diameter < 1000mm

Design rainfall: 5yr 10min + CC (20%) 97 mm/hr

Pipe Section	Catchment	Coverage	Area (ha)	C No.	Int (mm/hr)	Q = 2.78CiA	Roughness Factor	Pipe size(mm)	Pipe Slope (%)	V (m/sec)	Capacity (Q = VA)	Capacity?
SW-BC TO SWMH 2-1	A	Roof	0.0930	0.95	97	23.8						
		Impervious Pavement	0.0000	0.85	97	0.0						
		Permeable Pavement	0.0000	0.50	97	0.0						
		Permeable	0.0000	0.30	97	0.0						
		Total	0.0930			Max.Flow (L/Sec)	23.8	1.5	225	1.00	1.1	45.6
						23.8						
SWMH 2-1 TO SWMH 1-5	B	Roof	0.0000	0.95	97	0.0						
		Impervious Pavement	0.0481	0.85	97	11.0						
		Permeable Pavement	0.0301	0.50	97	4.1						
		Permeable	0.0058	0.30	97	0.5						
		Total	0.0841			Max.Flow (L/Sec)	39.4	1.5	300	0.50	1.0	69.1
						39.4						
SWMH 1-5 TO SWMH 1-4	C	Roof	0.0236	0.95	97	6.1						
		Impervious Pavement	0.0000	0.85	97	0.0						
		Permeable Pavement	0.0000	0.50	97	0.0						
		Permeable	0.0000	0.30	97	0.0						
		Total	0.0236			Max.Flow (L/Sec)	45.4	1.5	375	0.40	1.0	111.7
						45.4						
SWMH 1-4 TO SWMH 1-3	D	Roof	0.0252	0.95	97	6.5						
		Impervious Pavement	0.0000	0.85	97	0.0						
		Permeable Pavement	0.0000	0.50	97	0.0						
		Permeable	0.0000	0.30	97	0.0						
		Total	0.0252			Max.Flow (L/Sec)	51.9	1.5	375	0.40	1.0	111.7
						45.4						
SWMH 1-3 TO SWMH 1-2	E	Roof	0.0000	0.95	97	0.0						
		Impervious Pavement	0.0000	0.85	97	0.0						
		Permeable Pavement	0.0000	0.50	97	0.0						
		Permeable	0.0000	0.30	97	0.0						
		Total	0.0000			Max.Flow (L/Sec)	45.4	1.5	375	0.40	1.0	111.7
						45.4						
SWMH 1-2 TO SWMH 1-1	F	Roof	0.0000	0.95	97	0.0						
		Impervious Pavement	0.0000	0.85	97	0.0						
		Permeable Pavement	0.0000	0.50	97	0.0						
		Permeable	0.0000	0.30	97	0.0						
		Total	0.0000			Max.Flow (L/Sec)	45.4	1.5	375	0.40	1.0	111.7
						45.4						
TOTAL						45.4						



Client : **Gemscott Hall Limited**
 Site address : **12-16 Mangakahia Road, Kaikohe**
 Job name : **12-16 Mangakahia Road, Kaikohe**
 Job number : **A24056**

Job Name 12-16 Mangakahia Road, Kaikohe File: A24056-ED-ENGDATA-WW and WS Calcs.xlsx
 Job No. A24056 Sheet: WW & WS
 Date 6/09/2024
 Design AV Review DT

Wastewater

Design Criteria - Refer FNDC CoP Table 5.1 and 5.2

Residential:

ADWF 200 l/p/d
 PDWF 2.5 Peaking factor - self cleansing
 PWWF 5 Peaking factor - peak design flow
 Design Population = 4 People per dwelling

Pre-Development Flows

	Subcatchment Details	Residential			Peak Flow		
		Households	EP	Total EP	ADWF (L/s)	PDWF (L/s)	PWWF (L/s)
Existing Residential		2	4	8	0.019	0.046	0.093
TOTAL		2	4	8	0.019	0.046	0.093

Post-Development Flows

	Subcatchment Details	Residential			ADWF (L/s)	PDWF (L/s)	PWWF (L/s)
		Households	EP	Total EP			
2/3 Bedrooms units		13	4	52	0.120	0.301	0.602
TOTAL		13	4	52	0.120	0.301	0.602

Net Difference Pre / Post-development	11	44	0.102	0.255	0.509
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Water Supply

Design Criteria - Refer FNDC CoP Section 6.2.2.5

Daily Consumption 300 l/p/d
 Peak daily demand 2
 Peak hourly demand 5

Pre-Development Demand

	Subcatchment Details	Residential			Ave. Daily Demand	Peak Hourly Demand
		Households	EP	Total EP	ADD (L/d)	PHD (L/s)
Existing Residential		2	4	8	4800.000	0.278
TOTAL		2	4	8	4800.000	0.278

Post-Development Demand

	Subcatchment Details	Residential			Peak Flow	Peak Flow
		Households	EP	Total EP	PADC (L/d)	PADC (L/s)
2/3 Bedrooms units		13	4	52	31200.000	1.806
TOTAL		13	4	52	31200.000	1.806

Net Difference Pre / Post-development	11	44	26400.00	1.528
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APPENDIX B

Engineering Drawings

GEMSCOTT KAIKOHE LTD

12-16 MANGAKAHIA ROAD, KAIKOHE CIVIL ENGINEERING DRAWINGS

SITE LOCATION



LOCALITY PLAN
N.T.S.

DRAWING INDEX

SHEET NUMBER	SHEET TITLE	REVISION AND ISSUE DATE
		20.09.24
A24056-0000	TITLE PAGE & INDEX SHEET	
A24056-0300	SAFETY IN DESIGN RISK REGISTER	1
A24056-2000	EARTHWORKS FINISHED CONTOURS PLAN	1
A24056-2100	EARTHWORKS CUT AND FILL PLAN	1
A24056-2200	EROSION AND SEDIMENT CONTROL PLAN	1
A24056-2300	EROSION AND SEDIMENT CONTROL STANDARD DETAILS	1
A24056-3000	JOAL LAYOUT PLAN	1
A24056-3100	JOAL LONG-SECTION AND TYPICAL CROSS-SECTION	1
A24056-4000	DRAINAGE OVERVIEW PLAN	1
A24056-4001	DRAINAGE LAYOUT PLAN	1
A24056-4100	STORMWATER LONG-SECTIONS	1
A24056-4200	WASTEWATER LONG-SECTIONS	1
A24056-4400	STORMWATER TANK DETAILS	1
A24056-6000	WATER SUPPLY LAYOUT PLAN	1



Planning | Surveying | Engineering | Environmental

Auckland Office
A: 25 Broadway, Newmarket
P: 09 524 7029
E: Auckland@ckl.co.nz

CKL PROJECT NUMBER : A24056
DATE OF ISSUE : SEPTEMBER 2024
ISSUED FOR : FOR RESOURCE CONSENT

CKL SAFETY IN DESIGN RISK REGISTER

Client: Gemscott Kaiakohe Limited
Project: 12-16 Mangakahia Road, Kaiakohe
Works Site: 12-16 Mangakahia Road, Kaiakohe
Author: Ash Vodnala
Reviewed by: Dietrich Truchsess
Version: 1
Date: 20.09.2024

RISKS ASSOCIATED WITH DESIGN ELEMENT						STAGE			DESIGN MITIGATION MEASURES AND RESIDUAL RISK							
No.	Activity	Hazard	WHO IS AT RISK?		Location/ Design Element	Demolition	Construction	Operation and Maintenance	Design Mitigation Measures	Residual Hazards and Management	Likelihood	Consequence	Residual Risk	Risk Owner	Expected Date to Complete Action	Comments
			Principal/ Contractor	Public												
1	Working in a residential area	Collisions between construction traffic and pedestrians or structures	Y	Y	Drainage lines/watermain	Y	Y	N/A	Minimise construction activities at public interface where possible.	Designated and well marked site entrance/exit. Site fenced off to create a safe working area for contractors.	2	4	3	Contractor		
2	Working on live roads	Construction workers struck by oncoming traffic	Y	Y	Drainage lines/watermain	Y	Y	N/A	Minimise construction activities within the road corridor. Works on Mangakahia Road and Purdy Street to be effected under TMP/CAR from FNDC.	Ensure appropriate traffic management measures are in place and adhered to during construction. Wear appropriate hi-viz PPE clothing/protection as per SSSP.	2	5	3	Contractor		
3	Working in public spaces	Injury to members of public when entering the construction site	Y	Y	Drainage lines/watermain	Y	Y	N/A	Minimise construction within public spaces, avoid disruption to pedestrians, vehicles etc.	Site well fenced off/barriered to prevent public pedestrian and vehicular access.	2	5	4	Contractor		
4	Trenching	Trench collapse causing injury or death, or falling into open trenches.	Y	Y	Drainage lines/watermain	N/A	Y	N/A	Minimise depth of drainage lines where possible.	Notify with Worksafe all excavations >1.5m depth and work space > horizontal width at top. Shore/bench trenches where required. Pipe trench and manhole excavation to be undertaken within fenced off areas. Undertake trenching works in fine weather. Backfill trenches as soon as possible.	2	5	4	Contractor		
5	Utilities services	Electric shock from contact with live services during excavations.	Y	Y	Drainage lines/watermain	Y	Y	N/A	Minimise works required near existing live services.	Register with www.beforeUdig.co.nz, obtain utilities service providers asbuilt plans, locate/pilot and mark out existing services prior to excavations.	2	5	4	Contractor		

*GUIDELINES FOR RISK ASSESSMENT & CONTROL

RISK MATRIX	CONSEQUENCE				
	SUPERFICIAL No injuries	MINOR First aid treatment only	MODERATE Medical treatment required	MAJOR Extensive injuries	CATASTROPHIC Death/permanent disability
ALMOST CERTAIN Expected in most circumstances	MEDIUM	MEDIUM	HIGH	EXTREME	EXTREME
LIKELY Will occur in most circumstances	LOW	MEDIUM	HIGH	HIGH	EXTREME
POSSIBLE Might occur at some time	LOW	MEDIUM	HIGH	HIGH	HIGH
UNLIKELY Could occur at some time	LOW	LOW	MEDIUM	MEDIUM	HIGH
RARE May occur in exceptional circumstances	LOW	LOW	LOW	LOW	MEDIUM

HIERARCHY OF CONTROL		
MOST EFFECTIVE LEAST EFFECTIVE	1. ELIMINATE:	
	1. Eliminate the hazard: remove the hazard completely from the workplace or activity	If this isn't reasonably practicable, then....
	2. MINIMISE:	
	2. Substitute the hazard (wholly or partly) with a safer alternative. • Isolate the hazard using physical barriers, time or distance • Use Engineering controls adapt tools or equipment to reduce the risk	Minimise the risk, so far as reasonably practicable, by taking one or more of these actions that is the most appropriate
	3. Use administrative controls develop methods of work, processes and procedures	If a risk then remains, you must minimise the remaining risk, so far as reasonably practicable
	4. Use personal protective equipment (PPE) this is the last option after you have considered all the other options	If a risk then remains, you must minimise the remaining risk by using PPE

ASSESSED RISK LEVEL	DESCRIPTION OF RISK LEVEL	ACTIONS
LOW	If an accident were to occur, there would be little likelihood that an injury would result.	Undertake the activity with the existing controls in place.
MEDIUM	If an accident were to occur, there would be some chance that an injury requiring First Aid would result.	Additional controls may be needed.
HIGH	If an incident were to occur, it would be likely that an injury requiring medical treatment would result.	Controls will need to be in place before the activity is undertaken.
EXTREME	In an incident were to occur, it would be likely that a permanent, debilitating injury or death would result.	Consider alternatives to doing the activity. Significant control measures will need to be implemented to ensure safety.



Auckland Office:
 A: 25 Broadway, Newmarket
 P: 09 524 7029
Hamilton Office:
 A: 58 Church Road, Hamilton
 P: 07 849 9921
Te Awamutu Office:
 A: 103 Market Street, Te Awamutu
 P: 07 871 6144

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GEMSCOTT KAIKOHE LTD
12-16 MANGAKAHIA ROAD
KAIKOHE

SAFETY IN DESIGN RISK REGISTER

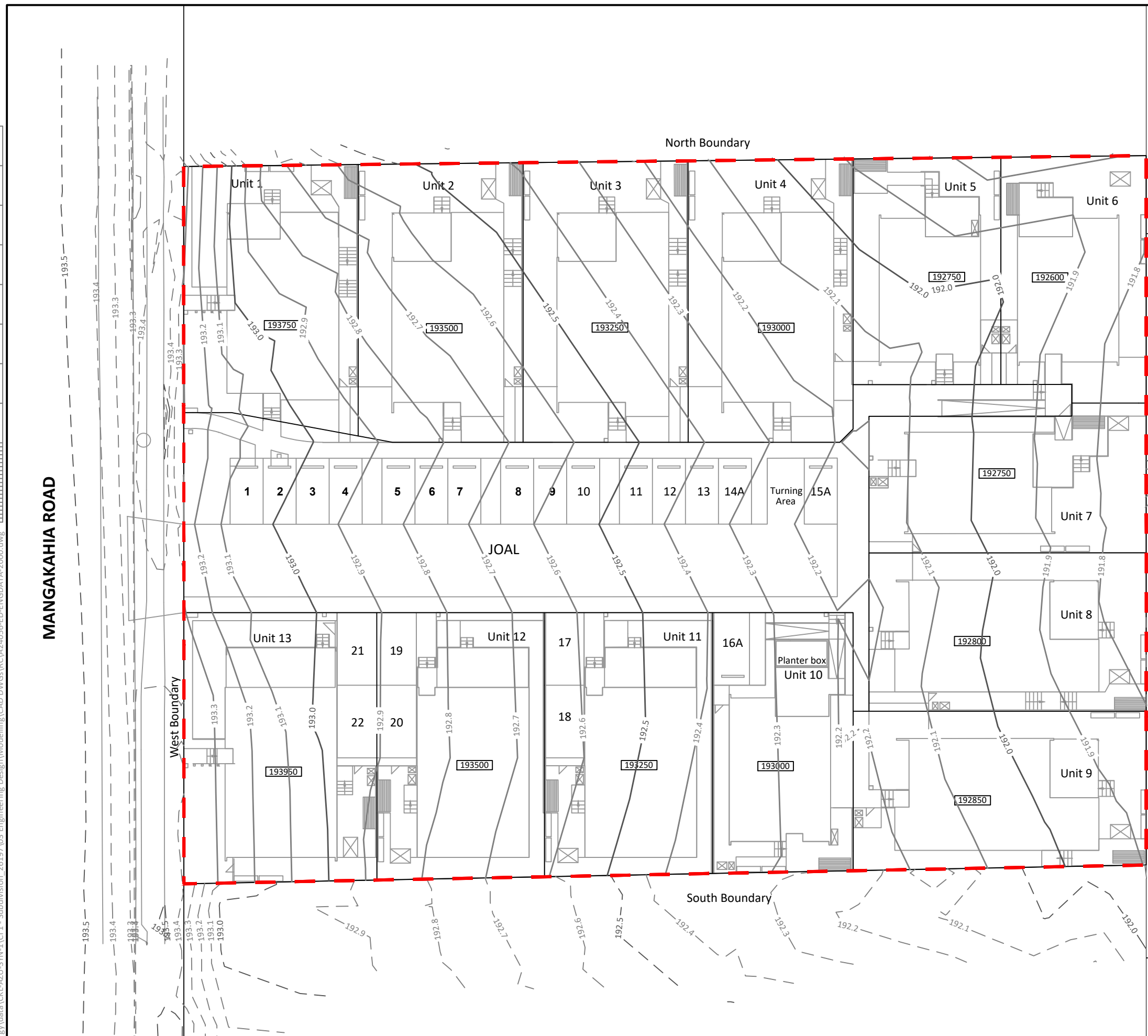
Issue	Description	Checked	Date	Date	Scale:
1	FOR RESOURCE CONSENT	DT	20.09.24	Designed: AV Drawn: AV Checked: DT	11.07.24 11.07.24 20.09.24
				Job No: A24056	Dwg No: 0300
				Rev: 1	(A3 Original)



- EARTHWORKS NOTES:**
- ALL WORKS TO COMPLY WITH THE FNDC ENGINEERING STANDARDS FOR LAND DEVELOPMENT & NZ BUILDING CODE.
 - ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE OPERATIONAL PRIOR TO ANY WORKS COMMENCING AND SHALL BE INSTALLED IN ACCORDANCE WITH AC GD005 'EROSION AND SEDIMENT CONTROL GUIDE FOR LAND DISTURBING ACTIVITIES'.
 - REFER TO EARTHWORKS SPECIFICATION FOR EARTHFILL REQUIREMENTS AND STANDARDS OF COMPACTION. ALL EARTHWORKS TO BE UNDERTAKEN IN ACCORDANCE WITH GEOTECHNICAL INVESTIGATION REPORT, CONTRACTOR TO VIEW THE REPORT TO INFORM THEMSELVES.
 - ALL MATERIAL DEEMED BY THE ENGINEER TO BE UNSUITABLE SHALL BE EXCAVATED AND REPLACED WITH ENGINEERED FILL. ALL SURFACES SHALL BE SURVEYED AFTER CLEARING/STRIPPING OPERATIONS (PRIOR TO REMOVAL OF UNSUITABLE) AND THEN AGAIN AFTER UNSUITABLE REMOVAL FOR VOLUMES.
 - ALL SURFACES SHALL BE SURVEYED AFTER CLEARING/STRIPPING OPERATIONS (PRIOR TO BULK EARTHWORKS) AND THEN AGAIN AFTER EARTHWORKS FOR VOLUMES.
 - THE LOCATIONS OF ALL STOCKPILES ARE WHOLLY THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE LOCATED CLEAR OF ALL EARTHWORKS OPERATIONS AND AWAY FROM GEOTECHNICALY UNSTABLE LAND. NO PAYMENT SHALL BE MADE FOR RELOCATION OF ANY STOCKPILES THAT HAVE BEEN FOUND TO HAVE BEEN PLACED IN THE INCORRECT LOCATION.
 - ALL SETOUT TO BE UNDERTAKEN BY THE CONTRACTOR.
 - IT IS THE CONTRACTORS RESPONSIBILITY FOR HEALTH & SAFETY & SECURITY ON SITE, APPROPRIATE FENCING AND SIGNAGE SHALL BE ERCTED AND MAINTAINED AT ALL TIMES TO KEEP THE GENERAL PUBLIC OFF SITE.
 - FINAL QUANTITIES AND EXTENT OF EARTHWORKS TO BE DETERMINED BY THE ENGINEER.
 - ALL WORKS SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE APPROVED RESOURCE CONSENT AS WELL AS ANY ARBORICULTURAL REPORTS AND/OR IN ACCORDANCE WITH ACCEPTED ARBORICULTURAL PRACTICES WHERE REQUIRED.
 - ALL VEGETATION, STRUCTURES AND UNDERGROUND SERVICES SHALL BE REMOVED PRIOR TO ANY EARTH FILLING TO THE SATISFACTION OF THE ENGINEER.
 - IT IS THE CONTRACTORS RESPONSIBILITY TO LOCATE MAINTAIN AND PROTECT ALL LIVE SERVICES PRIOR TO WORKS COMMENCING.
 - CONTRACTOR TO PILOT ANY SERVICES LOCATED IN THE BERM AND ADVISE LOCATION AND DEPTHS TO THE ENGINEER FOR A SOLUTION TO BE DETERMINED WITH RESPECTIVE UTILITY PROVIDERS PRIOR TO EARTHWORKS.
 - ANY WORK OUTSIDE OF PROPERTY EXTENTS SHALL BE ON INSTRUCTION BY THE ENGINEER PRIOR TO COMMENCING WORKS.
 - SUITABLE TRAFFIC MANAGEMENT SHALL BE ADOPTED FOR WORKS IN THE BERM TO BE ARRANGED BY THE CONTRACTOR.
 - IN THE EVENT ITEMS OF ARCHAEOLOGICAL INTEREST ARE FOUND DURING WORKS, THE ENGINEER IS TO BE NOTIFIED IMMEDIATELY AND NO DAMAGE IS TO OCCUR TO ANY SUCH ITEMS IN THE MEANTIME.
 - IN THE EVENT ASBESTOS IS ENCOUNTERED THE ENGINEER IS TO BE ALERTED IMMEDIATELY AND NO WORKS ARE TO TAKE PLACE AROUND THE CONTAMINATED ZONE UNTIL CLEARED IN A COMPLIANT MANNER.
 - ANY EXCAVATIONS OVER 500mm IN HEIGHT SHALL BE BATTERED TO A 1:3 SAFE SLOPE.

- LEGEND:**
- 49.5 --- EXISTING CONTOURS - MAJOR (0.5m)
 - 49.9 --- EXISTING CONTOURS - MINOR (0.1m)
 - 49.5 — FINISHED CONTOURS - MAJOR (0.5m)
 - 49.9 — FINISHED CONTOURS - MINOR (0.1m)
 - 22.000 □ FINISHED FLOOR LEVELS
 - FINISH SURFACE FALL DIRECTION
 - - - - - PROPOSED EARTHWORKS BOUNDARY

FOR CONSENT



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MANGAKAHIA ROAD



OFFICE
Auckland
A: 25 Broadway, Auckland
P: 09 524 7029
E: Auckland@ckl.co.nz

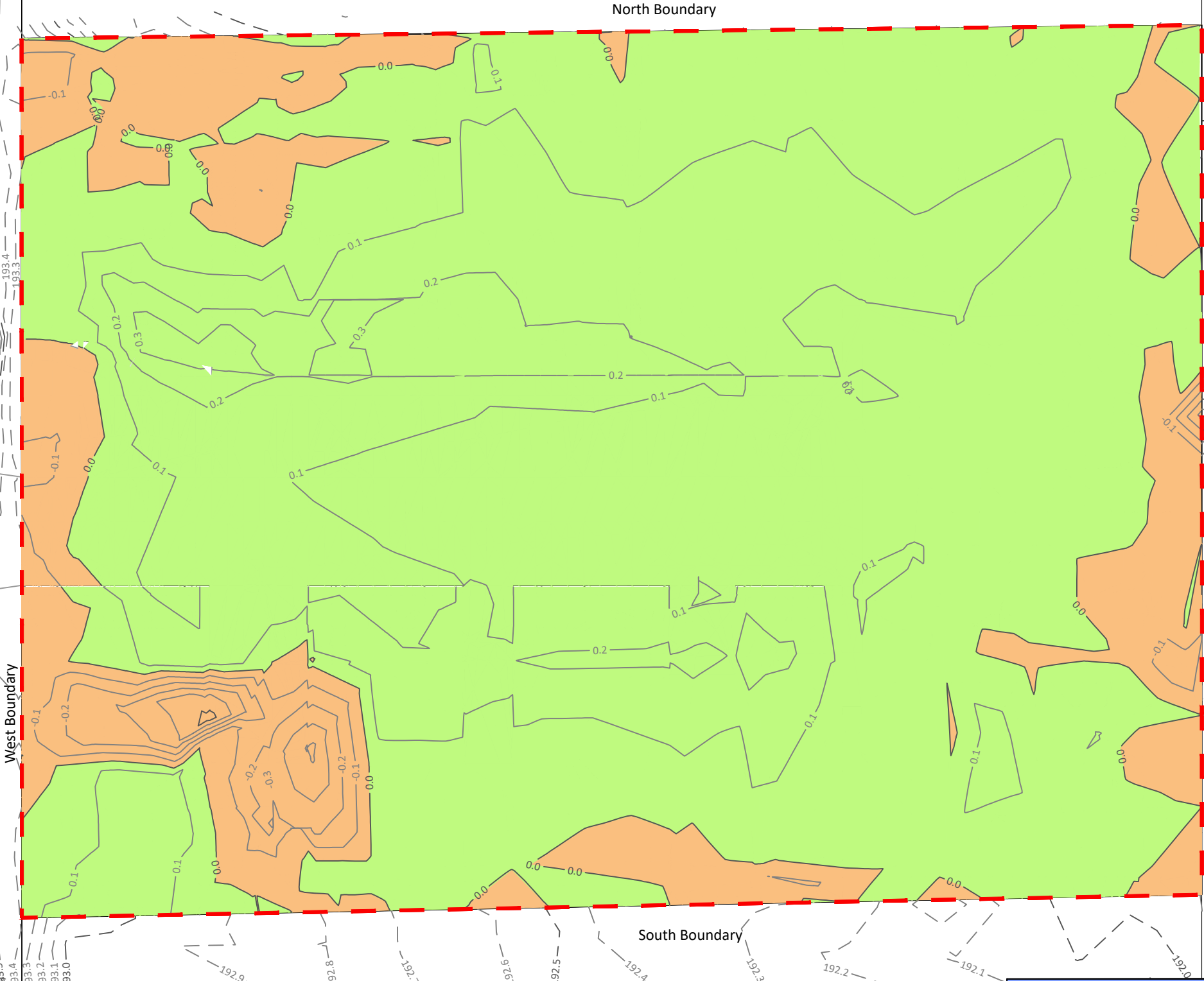
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EARTHWORKS
FINISHED CONTOURS PLAN

Issue	Description	Checked	Date	Designed	Date	Scale
1	FOR RESOURCE CONSENT	DT	20.09.24	AV	11.07.24	1:300 (A3 Original)
				AV	11.07.24	
				DT	20.09.24	
				Job No:	Dwg No:	Rev:
				A24056	2000	1

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MANGAKAHIA ROAD



EARTHWORKS NOTES:

1. ALL WORKS TO COMPLY WITH THE WDC ENGINEERING STANDARDS FOR LAND DEVELOPMENT & NZ BUILDING CODE.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE OPERATIONAL PRIOR TO ANY WORKS COMMENCING AND SHALL BE INSTALLED IN ACCORDANCE WITH AC GD005 'EROSION AND SEDIMENT CONTROL GUIDE FOR LAND DISTURBING ACTIVITIES'.
3. REFER TO EARTHWORKS SPECIFICATION FOR EARTHFILL REQUIREMENTS AND STANDARDS OF COMPACTION. ALL EARTHWORKS TO BE UNDERTAKEN IN ACCORDANCE WITH GEOTECHNICAL INVESTIGATION REPORT, CONTRACTOR TO VIEW THE REPORT TO INFORM THEMSELVES.
4. ALL MATERIAL DEEMED BY THE ENGINEER TO BE UNSUITABLE SHALL BE EXCAVATED AND REPLACED WITH ENGINEERED FILL. ALL SURFACES SHALL BE SURVEYED AFTER CLEARING OPERATIONS (PRIOR TO REMOVAL OF UNSUITABLE) AND THEN AGAIN AFTER UNSUITABLE REMOVAL FOR VOLUMES.
5. ALL SURFACES SHALL BE SURVEYED AFTER CLEARING/STRIPPING OPERATIONS (PRIOR TO BULK EARTHWORKS) AND THEN AGAIN AFTER EARTHWORKS FOR VOLUMES.
6. THE LOCATIONS OF ALL STOCKPILES ARE WHOLLY THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE LOCATED CLEAR OF ALL EARTHWORKS OPERATIONS AND AWAY FROM GEOTECHNICALLY UNSTABLE LAND. NO PAYMENT SHALL BE MADE FOR RELOCATION OF ANY STOCKPILES THAT HAVE BEEN FOUND TO HAVE BEEN PLACED IN THE INCORRECT LOCATION.
7. ALL SETOUT TO BE UNDERTAKEN BY THE CONTRACTOR.
8. IT IS THE CONTRACTORS RESPONSIBILITY FOR HEALTH & SAFETY & SECURITY ON SITE, APPROPRIATE FENCING AND SIGNAGE SHALL BE ERECTED AND MAINTAINED AT ALL TIMES TO KEEP THE GENERAL PUBLIC OFF SITE.
9. FINAL QUANTITIES AND EXTENT OF EARTHWORKS TO BE DETERMINED BY THE ENGINEER.
10. ALL WORKS SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE APPROVED RESOURCE CONSENT AS WELL AS ANY ARBORICULTURAL REPORTS AND/OR IN ACCORDANCE WITH ACCEPTED ARBORICULTURAL PRACTICES WHERE REQUIRED.
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17. IN THE EVENT ASBESTOS IS ENCOUNTERED THE ENGINEER IS TO BE ALERTED IMMEDIATELY AND NO WORKS ARE TO TAKE PLACE AROUND THE CONTAMINATED ZONE UNTIL CLEARED IN A COMPLIANT MANNER.
18. ANY EXCAVATIONS OVER 500mm IN HEIGHT SHALL BE BATTERED TO A 1:3 SAFE SLOPE.

LEGEND:

- 0.10 ISOPACH CUT CONTOUR 0.1m INTERVAL
- 0.10 ISOPACH FILL CONTOUR 0.1m INTERVAL
- PROPOSED EARTHWORKS BOUNDARY

PROPOSED OVERALL EARTHWORK VOLUMES

AREA (m ²)	CUT (m ³)	FILL (m ³)	BALANCE (m ³)
3940	49	293	244 (FILL)

NOTE: VOLUMES SHOWN ARE SOLID MEASURE WITH NO ALLOWANCE FOR COMPACTION. VOLUMES ARE BASED ON EGL SUBGRADE (EXISTING SURFACE - 350mm AVERAGE TOPSOIL DEPTH) VS FGL SUBGRADE (FGL SURFACE - 400mm)

FOR CONSENT



OFFICE
Auckland
A: 25 Broadway, Auckland
P: 09 524 7029
E: Auckland@ckl.co.nz

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EARTHWORKS
CUT AND FILL PLAN

Issue	Description	Checked	Date	Designed	Date	Scale
1	FOR RESOURCE CONSENT	DT	20.09.24	AV	11.07.24	1:300 (A3 Original)
				AV	11.07.24	
				DT	20.09.24	
				Job No:	Dwg No:	Rev:
				A24056	2100	1

Planning | Surveying | Engineering | Environmental



- EARTHWORKS NOTES:**
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MANGAKAHIA ROAD

STABILISED CONSTRUCTION ENTRANCE, FINAL LOCATION TO BE DETERMINED AT TIME OF CONSTRUCTION WITH WHEEL WASH.

CATCHMENT AREA:
3940m²

- EROSION & SEDIMENT CONTROL LEGEND:**
- SUPER SILT FENCE
 - ▨ STABILISED AREA
 - - - EXISTING CONTOURS MAJOR (0.5m)
 - - - EXISTING CONTOURS MINOR (0.1m)
 - - - DIRTY WATER DIVERSION BUND
 - - - PROPOSED EARTHWORKS BOUNDARY

FOR CONSENT



OFFICE
Auckland
A: 25 Broadway, Auckland
P: 09 524 7029
E: Auckland@ckl.co.nz

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EROSION AND SEDIMENT CONTROL PLAN

Issue	Description	Checked	Date	Designed	Date	Scale:
1	FOR RESOURCE CONSENT	DT	20.09.24	AV	11.07.24	1:300
				Drawn: AV	11.07.24	(A3 Original)
				Checked: DT	20.09.24	
				Job No:	Dwg No:	Rev:
				A24056	2200	1

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STABILISED CONSTRUCTION ENTRANCE SPECIFICATIONS:

APPLICATION

USE A STABILISED CONSTRUCTION ENTRANCE AT ALL POINTS OF CONSTRUCTION SITE INGRESS AND EGRESS WITH A CONSTRUCTION PLAN LIMITING TRAFFIC TO THESE ENTRANCES ONLY. THEY ARE PARTICULARLY USEFUL ON SMALL CONSTRUCTION SITES BUT CAN BE UTILISED FOR ALL PROJECTS.

DESIGN:

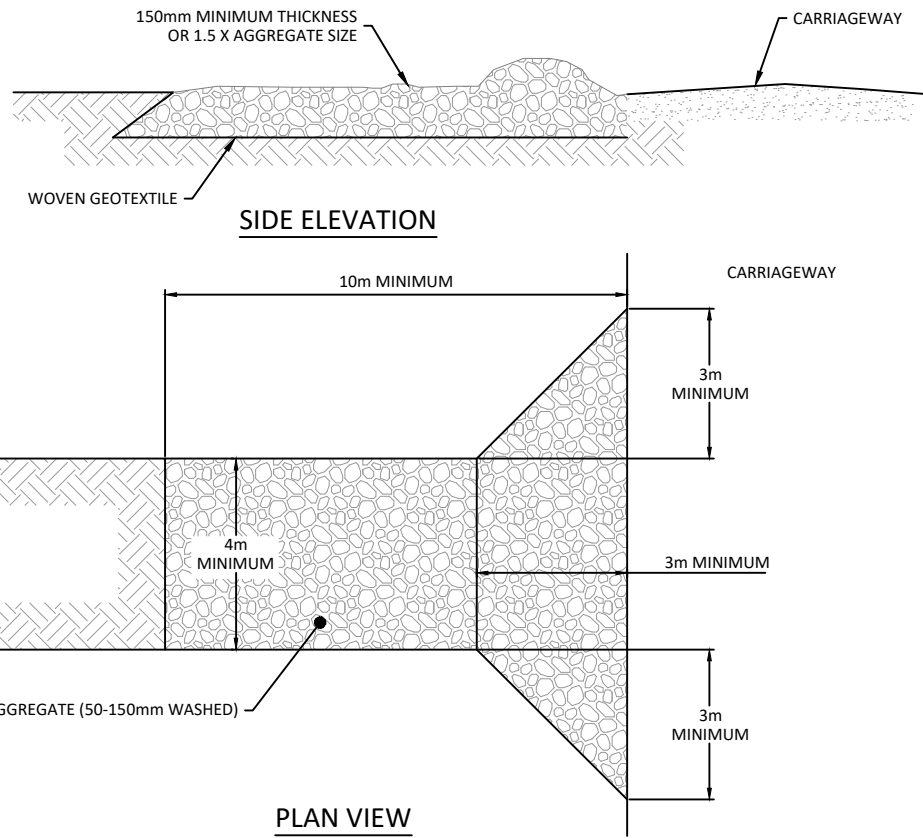
- CLEAR THE ENTRANCE AND EXIT AREA OF ALL VEGETATION, ROOTS AND OTHER UNSUITABLE MATERIAL AND PROPERLY GRADE IT.
- LAY WOVEN GEOTEXTILE; PIN DOWN EDGES AND OVERLAP JOINTS.
- PROVIDE DRAINAGE TO CARRY RUNOFF FROM THE STABILISED CONSTRUCTION ENTRANCE TO A SEDIMENT CONTROL MEASURE.
- PLACE AGGREGATE TO THE SPECIFICATIONS BELOW AND SMOOTH IT.

STABILISED CONSTRUCTION ENTRANCE AGGREGATE SPECIFICATIONS:

AGGREGATE SIZE	5-150mm WASHED AGGREGATE
THICKNESS	150mm MINIMUM OR 1.5 X AGGREGATE SIZE
LENGTH	10m MINIMUM
WIDTH	4m MINIMUM

MAINTENANCE

- MAINTAIN THE STABILISED CONSTRUCTION ENTRANCE IN A CONDITION TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION SITE. AFTER EACH RAINFALL INSPECT ANY STRUCTURE USED TO TRAP SEDIMENT FROM THE STABILISED CONSTRUCTION ENTRANCE AND CLEAN OUT AS NECESSARY.
- WHEN WHEEL WASHING IS ALSO REQUIRED, ENSURE THIS IS DONE ON AN AREA STABILISED WITH AGGREGATE WHICH DRAINS TO AN APPROVED SEDIMENT RETENTION FACILITY.



STABILISATION NOTES:

GRASSING - STABILISATION ACHIEVED @ 80% GRASS COVER

- MIN. 100mm TOPSOIL
- TEMPORARY SEEDING:
 - ANNUAL RYEGRASS
 - SEED APPLICATION @ 100-250 kg/Ha
- PERMANENT SEEDING:
 - PERENNIAL RYEGRASS - 70%
 - FESCUES/COCKSFOOT - 20%
 - CLOVER/LOTUS & BROWNTOP - 5% EACH (10%)
 - SEED @ 200-400 kg/Ha
- FERTILISER:
 - N:P:K (15:10:10)
 - FERT APPLICATION @ 200-800 kg/Ha

MULCHING

- STRAW OR HAY MULCH TO BE APPLIED AT 4,000 - 6,000 kg/Ha

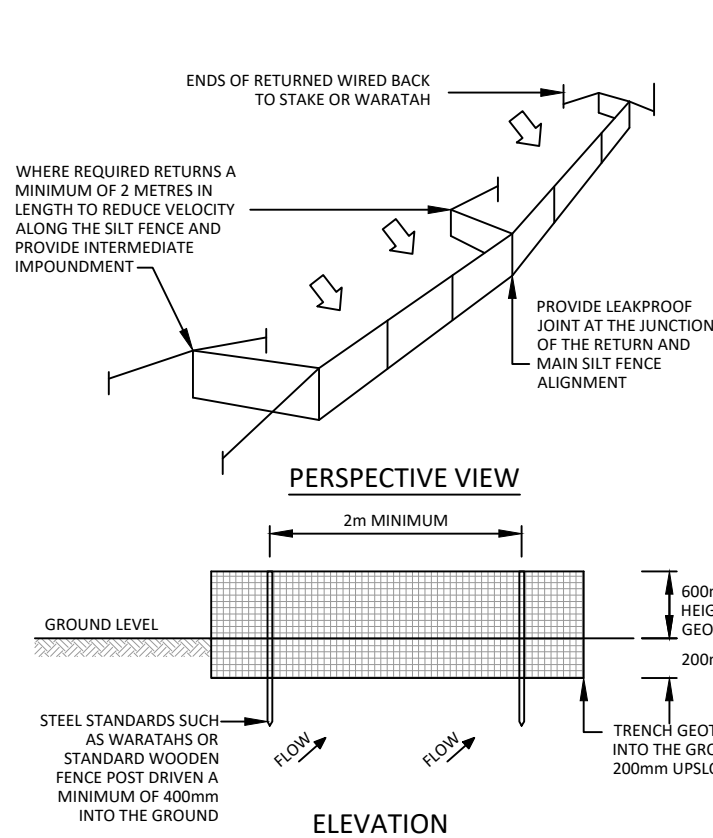


CATCH PIT E&S PROTECTION VIA SILT SOCK

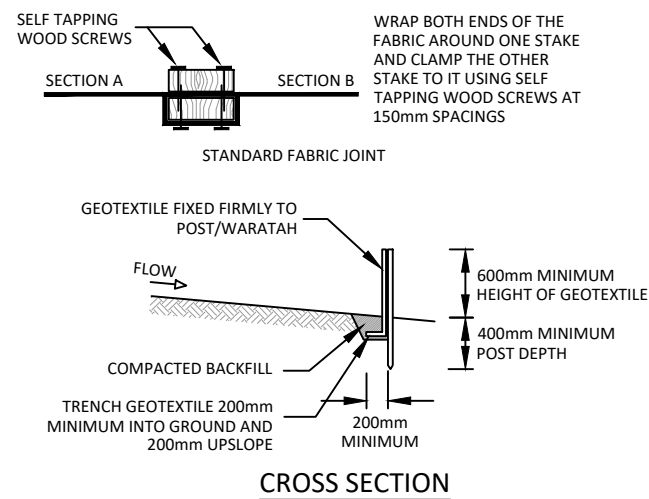
GENERAL NOTES:

- ALL EROSION AND SEDIMENT CONTROLS SHALL COMPLY WITH THE AUCKLAND COUNCIL GUIDELINE DOCUMENT GD005 'EROSION AND SEDIMENT CONTROL GUIDE FOR LAND DISTURBING ACTIVITIES IN THE AUCKLAND REGION' (FORMERLY TP90) AND ANY AMENDMENTS.
- A COPY OF THE EROSION AND SEDIMENT CONTROL PLAN SHALL BE AVAILABLE ON THE SITE AT ALL TIMES AND ALL PERSONNEL INVOLVED IN LAND DISTURBANCE ACTIVITIES ON THE SITE (INCLUSIVE OF SUB-CONTRACTORS) SHALL BE FAMILIAR WITH THE CONSENT AND PLAN REQUIREMENTS AS THEY RELATE TO EROSION AND SEDIMENT CONTROL.
- A PRESTART MEETING SHALL BE HELD BETWEEN THE CONTRACTOR, THE ENGINEER AND THE COUNCIL MONITORING ADVISER/OFFICER PRIOR TO COMMENCEMENT OF EARTHWORKS.
- ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE OPERATIONAL PRIOR TO WORKS COMMENCING ON SITE, UNLESS OTHERWISE AGREED.
- THE CONTRACTOR SHALL SUBMIT ASBULTS FOR THE COMPLETED SEDIMENT CONTROL MEASURES TO THE ENGINEER/COUNCIL WITHIN 7 DAYS FOLLOWING THE CONSTRUCTION OF THE CONTROLS.
- WHERE POSSIBLE, ALL CLEANWATER RUNOFF FROM STABILISED SURFACES INCLUDING CATCHMENT AREAS ABOVE THE SITE SHALL BE DIVERTED AWAY FROM EARTHWORK AREAS VIA STABILISED SURFACES OR THE STORMWATER SYSTEM, SO AS TO PREVENT SURFACE EROSION.
- THE FINAL LOCATIONS OF ALL SEDIMENT RETENTION PONDS AND DECANTING EARTH BUNDS SHALL BE SELECTED ONSITE BY THE CONTRACTOR IN AGREEMENT WITH THE ENGINEER AND THE COUNCIL MONITORING ADVISER/OFFICER. ALL LOCATIONS SHALL HAVE DUE CONSIDERATION TO NATIVE VEGETATION, TOPOGRAPHY AND ANY OTHER SPECIFIC REQUIREMENTS AS APPLICABLE.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROLS THROUGHOUT THE WORKS AS REQUIRED AND ENSURING COMPLIANCE WITH THE RESOURCE CONSENT.
- THE SITE SHALL BE STABILISED WITH TOPSOIL AND GRASS AND/OR MULCH AS SOON AS PRACTICABLE AND IN A PROGRESSIVE MANNER AS EARTHWORKS/SITE WORKS ARE FINISHED OVER VARIOUS AREAS OF THE SITE. STABILISATION IS TO BE COMPLETED BY 30 APRIL OF THE CONSTRUCTION SEASON, UNLESS A LATER DATE IS APPROVED IN WRITING BY THE AUCKLAND COUNCIL.
- EROSION AND SEDIMENT CONTROL MEASURES SHALL NOT BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER AND/OR COUNCIL MONITORING ADVISER/OFFICER. SEDIMENT CONTROL MEASURES MUST REMAIN IN PLACE UNTIL ALL SURFACES ARE STABILISED SUFFICIENTLY WITH 80% GRASS STRIKE, TOPSOIL AND MULCH OR AGGREGATE ON ROADWAYS/ACCESSWAYS.

STABILISED CONSTRUCTION ENTRANCE



SILT FENCE CONSTRUCTION

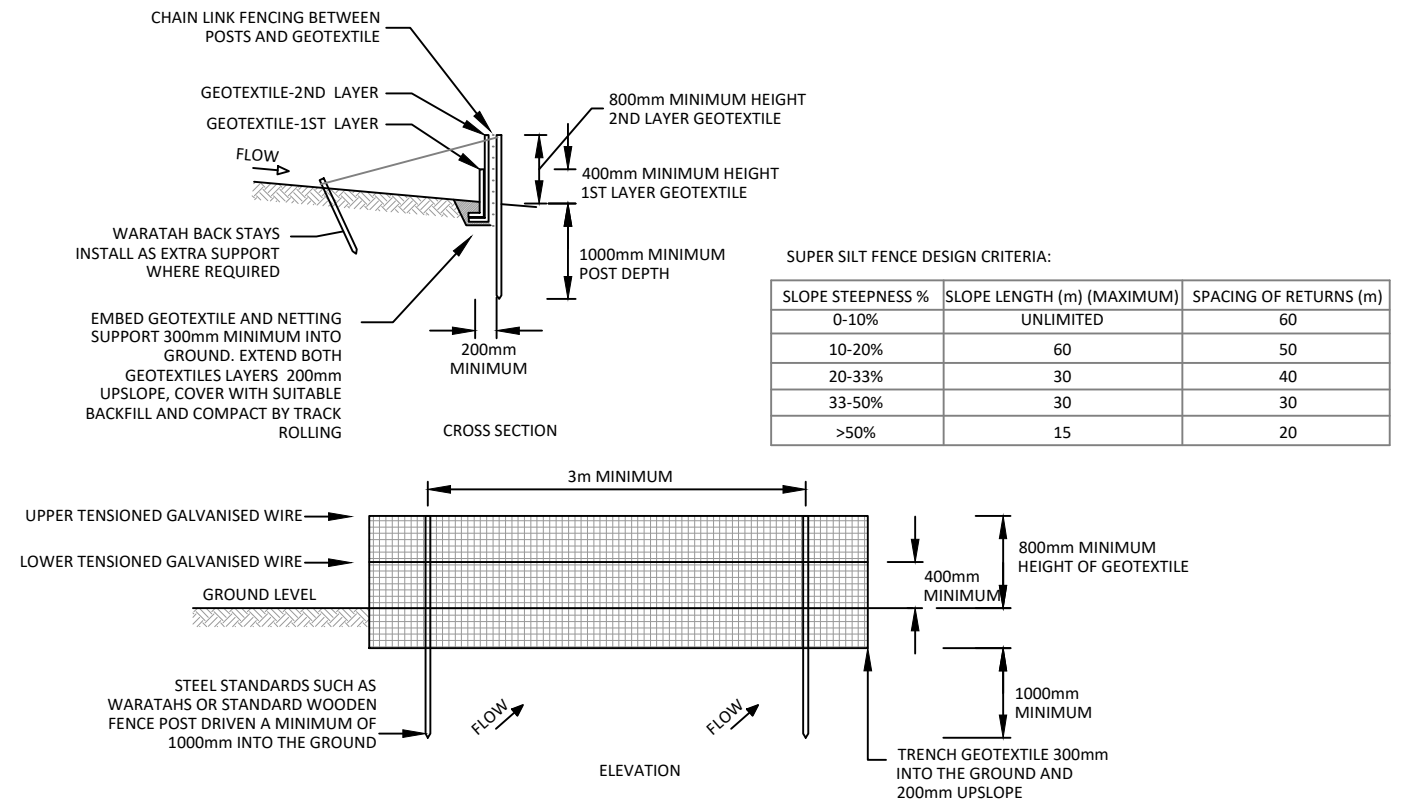


CROSS SECTION

SILT FENCE DESIGN CRITERIA:

SLOPE STEEPNESS %	SLOPE LENGTH (m) (MAXIMUM)	SPACING OF RETURNS (m)
< 2%	N/A	UNLIMITED
2-10%	40	60
10-20%	30	50
20-33%	20	40
33-50%	15	30
>50%	6	20

GRAB TENSILE STRENGTH: >440N (ASTM D4632)
 TENSILE MODULUS: 0.140 pa (MINIMUM)
 APPARENT OPENING SIZE: 0.1-0.5mm (ASTM D4751)



SUPER SILT FENCE CONSTRUCTION

SUPER SILT FENCE DESIGN CRITERIA:

SLOPE STEEPNESS %	SLOPE LENGTH (m) (MAXIMUM)	SPACING OF RETURNS (m)
0-10%	UNLIMITED	60
10-20%	60	50
20-33%	30	40
33-50%	30	30
>50%	15	20

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Auckland Office
 A: 139 Carleton Gore Rd, Newmarket
 P: 09 524 7029
 E: Auckland@ckl.co.nz

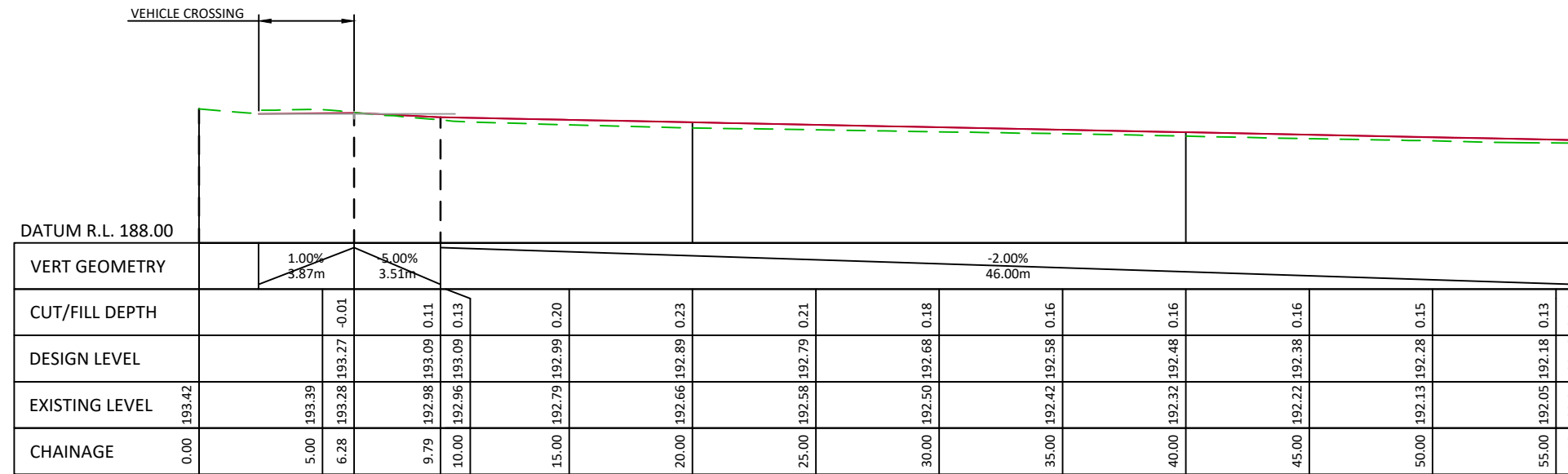
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EROSION AND SEDIMENT CONTROL STANDARD DETAILS

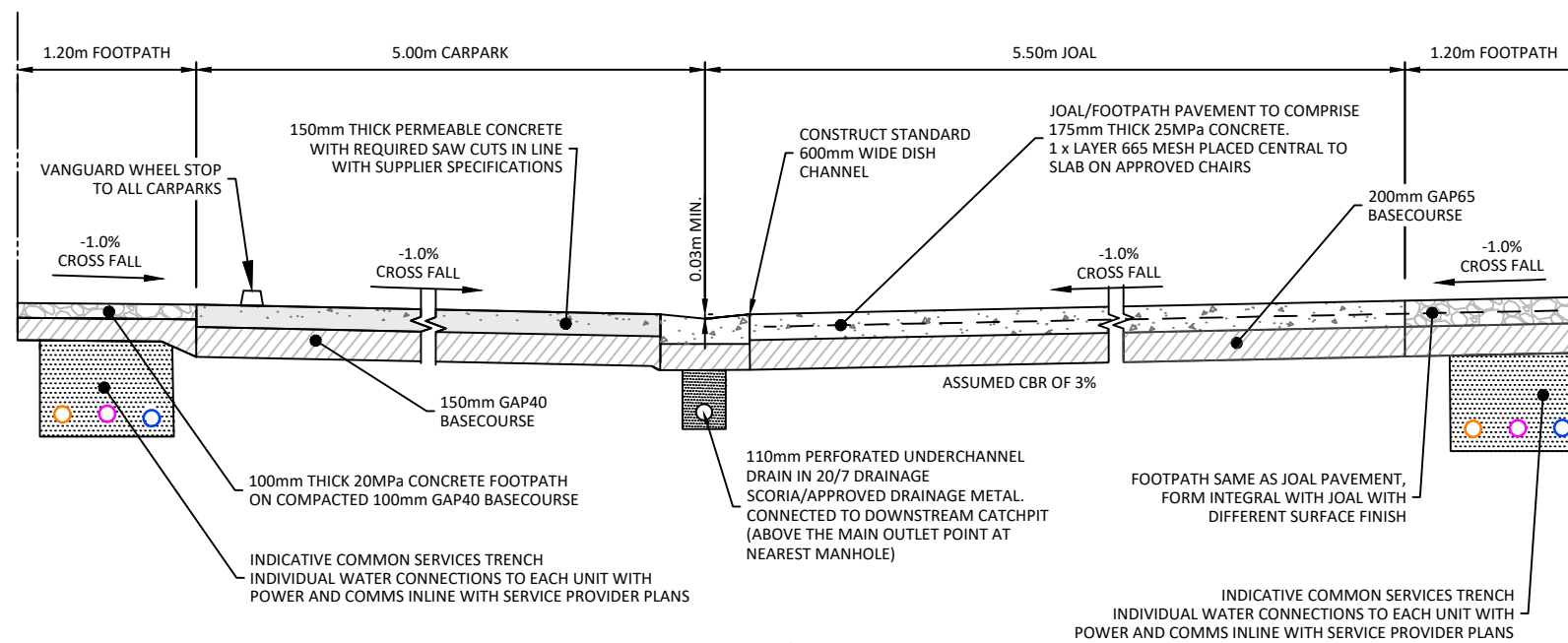
Issue	Description	Checked	Date	Date	Scale:
1	FOR RESOURCE CONSENT	DT	20.09.24	Designed: AV 11.07.24 Drawn: AV 11.07.24 Checked: DT 20.09.24	NTS (A3 Original)
				Job No: A23317	Dwg No: 2300
				Rev: 1	

LEGEND:

- FINISHED GROUND LEVEL
- - - EXISTING GROUND LEVEL



LONGITUDINAL SECTION FOR JOAL
SCALE: 1:250



JOAL TYPICAL SECTION
A-A
3000
SCALE 1:50

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OFFICE
Auckland
A: 25 Broadway, Auckland
P: 09 524 7029
E: Auckland@ckl.co.nz

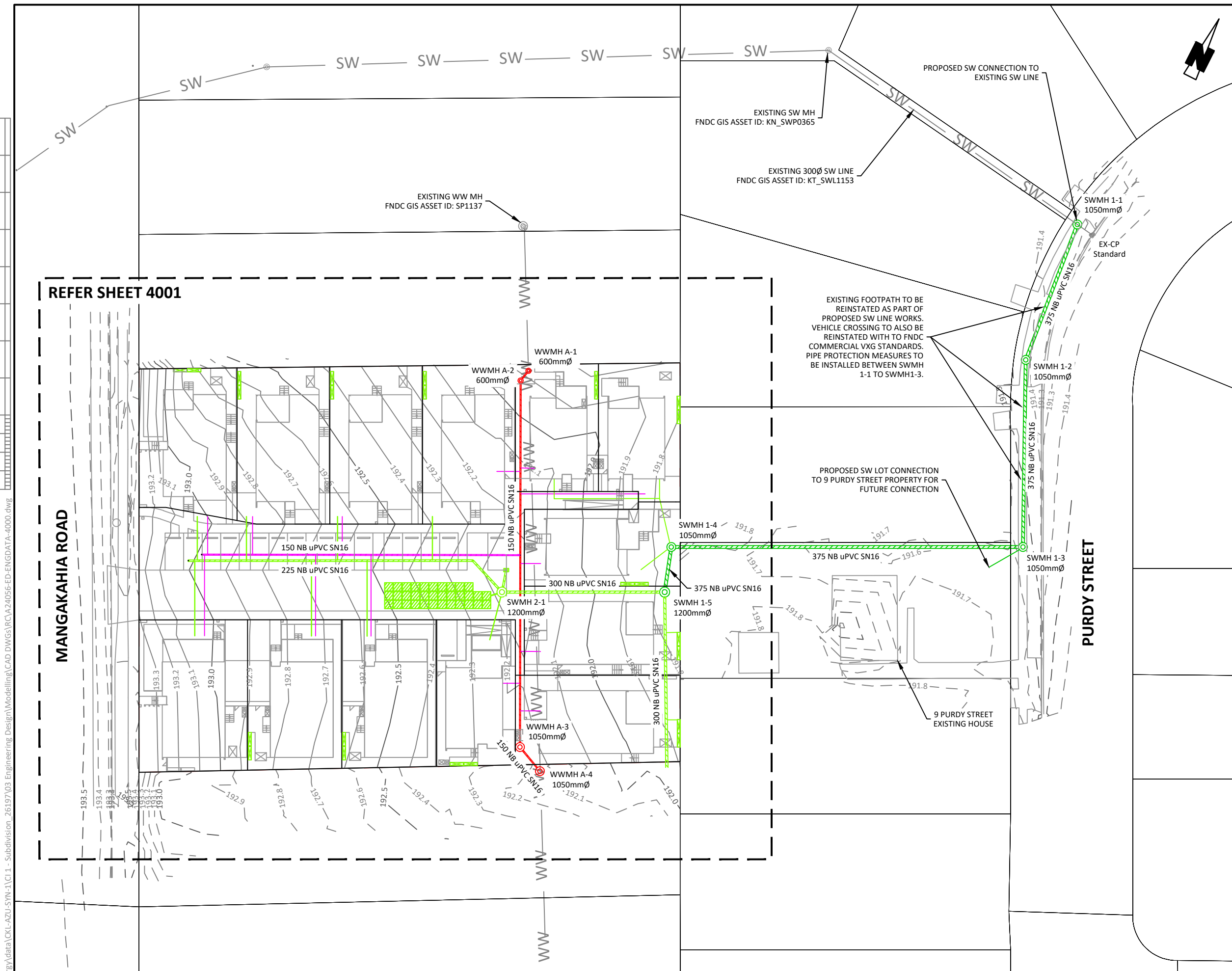
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**JOAL LONG SECTION
AND TYPICAL CROSS SECTION**

Issue	Description	Checked	Date	Designed	Date	Scale:
1	FOR RESOURCE CONSENT	DT	20.09.24	AV	11.07.24	AS SHOWN
				AV	11.07.24	(A3 Original)
				DT	20.09.24	
				Job No:	Dwg No:	Rev:
				A24056	3100	1

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- DRAINAGE NOTES:**
- ALL PUBLIC DRAINAGE WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH WDC ENGINEERING STANDARDS.
 - ALL PRIVATE DRAINAGE WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH THE NEW ZEALAND BUILDING CODE (NZBC) AND APPLICABLE STANDARDS.
 - ALL WASTEWATER AND STORMWATER LOT CONNECTIONS WILL BE uPVC SN16.
 - ALL PIPELINES UNDER TRAFFICABLE AREAS TO BE HARDFILL BACKFILLED WITH GAP40/65 AS SPECIFIED. ALL PIPE CROSS-OVERS <250mm ARE TO BE POLYSTYRENE PACKED.
 - ALL DRAINAGE WORKS SHALL BE CARRIED OUT UNDER THE SUPERVISION OF A REGISTERED DRAIN LAYER AND IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY PRACTICES. WHERE REQUIRED, DRAINAGE WORKS TO BE UNDERTAKEN BY AN APPROVED LICENSED CONTRACTOR (A.L.C.).
 - THE CONTRACTOR SHALL LIAISE WITH THE UTILITY PROVIDER FOR THE STANDARD CLEARANCE REQUIREMENTS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL EXISTING SERVICES WITHIN THE EXTENT OF THE WORKS PRIOR TO WORKS COMMENCEMENT. ALL TESTING AND POTHOLES SHALL BE AT THE CONTRACTOR'S EXPENSE.
 - ALL EXISTING BERMS, CARRIAGEWAYS AND CROSSINGS TO BE RE-INSTATED AS PER COUNCIL/CONTROLLING AUTHORITY REQUIREMENTS.
 - A COPY OF THE SITE SPECIFIC HEALTH AND SAFETY PLAN SHALL BE AVAILABLE ON SITE.
 - ALL TRAFFIC MANAGEMENT AND CORRIDOR ACCESS PERMIT(S) SHOULD BE OBTAINED BY THE CONTRACTOR PRIOR TO CONSTRUCTION WITH THE ROAD CORRIDOR/RESERVE.
 - 45-DEGREE WYE JUNCTIONS TO BE USED FOR ALL LOT CONNECTIONS TO MAIN DRAINAGE LINES AS PER NZBC E1 AND G13.
 - INSPECTION POINTS AND RISERS MUST BE INSTALLED AT WASTEWATER WYE JUNCTIONS AS PER NZBC G13.

- DRAINAGE PRE-CONSTRUCTION NOTES:**
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND ACCURATELY CONFIRM INVERT AND LID LEVELS OF EXISTING DRAINAGE MANHOLES AND CONNECTION POINTS PRIOR TO COMMENCING CONSTRUCTION. WHERE LEVELS DIFFER TO THOSE SHOWN THE CONTRACTOR SHALL ADVISE THE ENGINEER ACCORDINGLY.
 - THE DRAWINGS DO NOT NECESSARILY SHOW ALL EXISTING SERVICES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ACCURATELY LOCATE AND PROTECT ALL EXISTING SERVICES DURING THE CONSTRUCTION PERIOD.

DRAINAGE LEGEND:

- SW SW EXISTING SW (PUBLIC)
- PROPOSED SW (PUBLIC)
- PROPOSED SW (PRIVATE)
- PROPOSED SW CONNECTION (PRIVATE)
- INDICATIVE ABOVE GROUND SW ATTENUATION TANKS (PRIVATE)
- WW WW EXISTING WW (PUBLIC)
- PROPOSED WW (PUBLIC)
- PROPOSED WW CONNECTION (PUBLIC)
- PROPOSED WW (PRIVATE)
- PROPOSED WW CONNECTION (PRIVATE)

FOR CONSENT

REFER SHEET 4001

MANGAKAHIA ROAD

PURDY STREET

CKL
 OFFICE
 Auckland
 A: 25 Broadway, Auckland
 P: 09 524 7029
 E: Auckland@ccl.co.nz

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 KAIKOHE

DRAINAGE OVERVIEW PLAN

Issue	Description	Checked	Date	Designed	Date	Scale
1	FOR RESOURCE CONSENT	DT	20.09.24	AV	11.07.24	1:500 (A3 Original)
				AV	11.07.24	
				DT	20.09.24	
				Job No:	Dwg No:	Rev:
				A24056	4000	1

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MANGAKAHIA ROAD

INDICATIVE ABOVE GROUND SW ATTENUATION TANKS.
2 x 1000L FENCE TANK PER LOT
REFER TO ARCHITECTURAL PLANS FOR FINAL POSITIONS.

EXISTING 150Ø WW LINE
FNDC GIS ASSET ID: SL1858_1832

PROPOSED WW RE-ALIGNMENT



DRAINAGE NOTES:

1. ALL PUBLIC DRAINAGE WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH WDC ENGINEERING STANDARDS.
2. ALL PRIVATE DRAINAGE WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH THE NEW ZEALAND BUILDING CODE (NZBC) AND APPLICABLE STANDARDS.
3. ALL WASTEWATER AND STORMWATER LOT CONNECTIONS WILL BE uPVC SN16.
4. ALL PIPELINES UNDER TRAFFICABLE AREAS TO BE HARDFILL BACKFILLED WITH GAP40/65 AS SPECIFIED. ALL PIPE CROSS-OVERS <250mm ARE TO BE POLYSTYRENE PACKED.
5. ALL DRAINAGE WORKS SHALL BE CARRIED OUT UNDER THE SUPERVISION OF A REGISTERED DRAIN LAYER AND IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY PRACTICES. WHERE REQUIRED, DRAINAGE WORKS TO BE UNDERTAKEN BY AN APPROVED LICENSED CONTRACTOR (A.L.C.).
6. THE CONTRACTOR SHALL LIAISE WITH THE UTILITY PROVIDER FOR THE STANDARD CLEARANCE REQUIREMENTS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL EXISTING SERVICES WITHIN THE EXTENT OF THE WORKS PRIOR TO WORKS COMMENCEMENT. ALL TESTING AND POTHOLES SHALL BE AT THE CONTRACTOR'S EXPENSE.
7. ALL EXISTING BERMS, CARRIAGEWAYS AND CROSSINGS TO BE RE-INSTATED AS PER COUNCIL/CONTROLLING AUTHORITY REQUIREMENTS.
8. A COPY OF THE SITE SPECIFIC HEALTH AND SAFETY PLAN SHALL BE AVAILABLE ON SITE.
9. ALL TRAFFIC MANAGEMENT AND CORRIDOR ACCESS PERMIT(S) SHOULD BE OBTAINED BY THE CONTRACTOR PRIOR TO CONSTRUCTION WITH THE ROAD CORRIDOR/RESERVE.
10. 45-DEGREE WYE JUNCTIONS TO BE USED FOR ALL LOT CONNECTIONS TO MAIN DRAINAGE LINES AS PER NZBC E1 AND G13.
11. INSPECTION POINTS AND RISERS MUST BE INSTALLED AT WASTEWATER WYE JUNCTIONS AS PER NZBC G13.

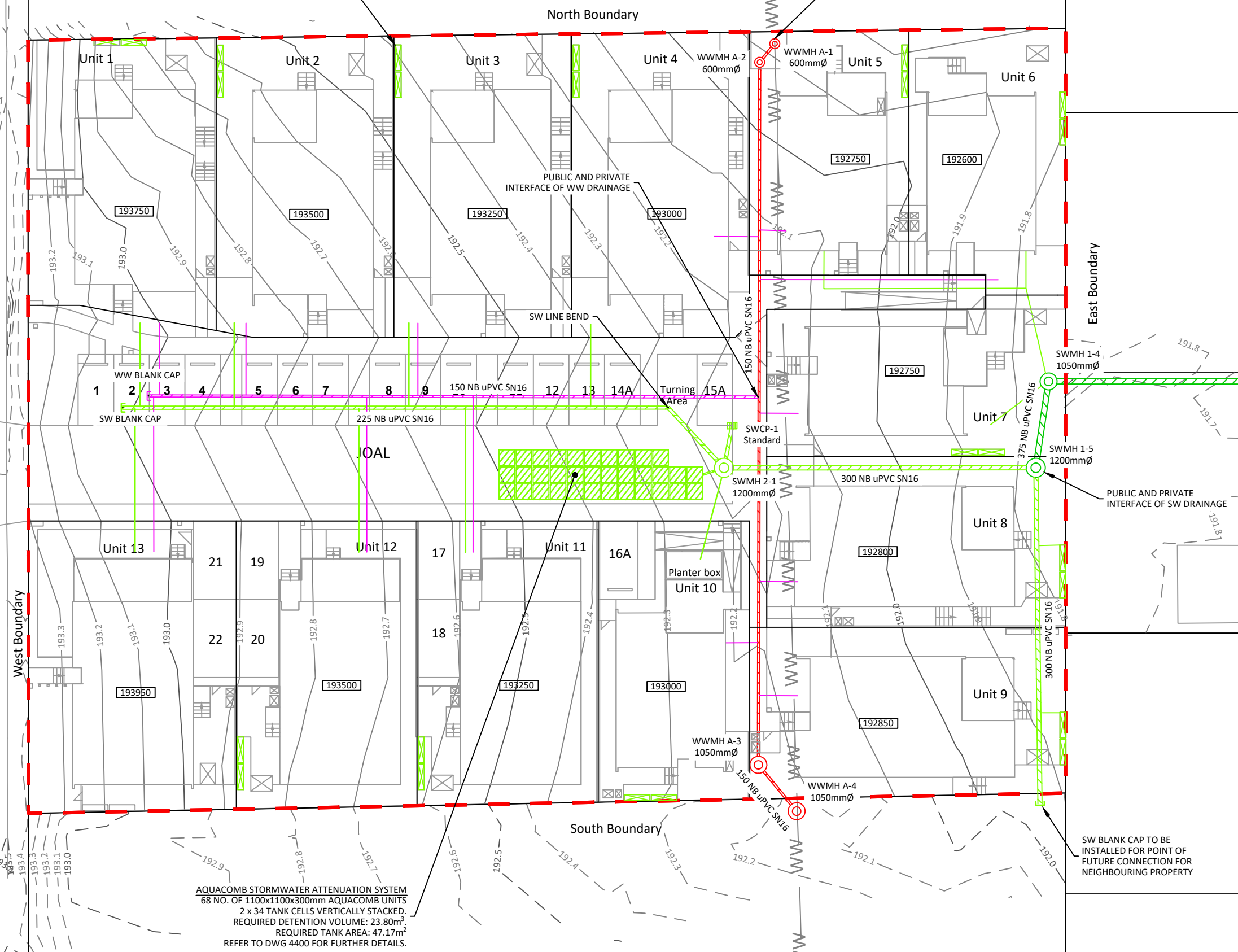
DRAINAGE PRE-CONSTRUCTION NOTES:

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND ACCURATELY CONFIRM INVERT AND LID LEVELS OF EXISTING DRAINAGE MANHOLES AND CONNECTION POINTS PRIOR TO COMMENCING CONSTRUCTION. WHERE LEVELS DIFFER TO THOSE SHOWN THE CONTRACTOR SHALL ADVISE THE ENGINEER ACCORDINGLY.
2. THE DRAWINGS DO NOT NECESSARILY SHOW ALL EXISTING SERVICES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ACCURATELY LOCATE AND PROTECT ALL EXISTING SERVICES DURING THE CONSTRUCTION PERIOD.

DRAINAGE LEGEND:

- EXISTING SW (PUBLIC)
- PROPOSED SW (PUBLIC)
- PROPOSED SW (PRIVATE)
- PROPOSED SW CONNECTION (PRIVATE)
- INDICATIVE ABOVE GROUND SW ATTENUATION TANKS (PRIVATE)
- EXISTING WW (PUBLIC)
- PROPOSED WW (PUBLIC)
- PROPOSED WW CONNECTION (PUBLIC)
- PROPOSED WW (PRIVATE)
- PROPOSED WW CONNECTION (PRIVATE)

FOR CONSENT



AQUACOMB STORMWATER ATTENUATION SYSTEM
68 NO. OF 1100x1100x300mm AQUACOMB UNITS
2 x 34 TANK CELLS VERTICALLY STACKED.
REQUIRED DETENTION VOLUME: 23.80m³
REQUIRED TANK AREA: 47.17m²
REFER TO DWG 4400 FOR FURTHER DETAILS.

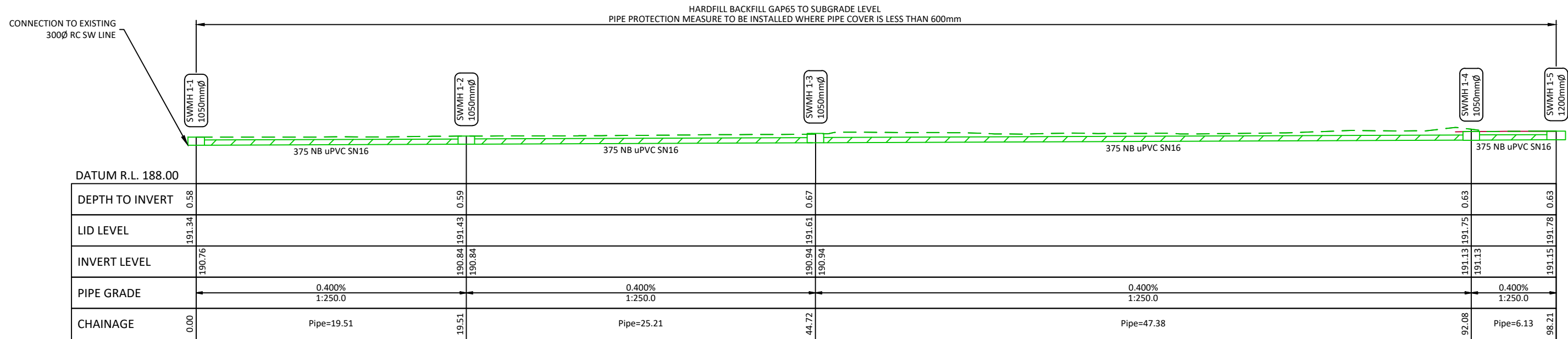


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Auckland
A: 25 Broadway, Auckland
P: 09 524 7029
E: Auckland@ckl.co.nz

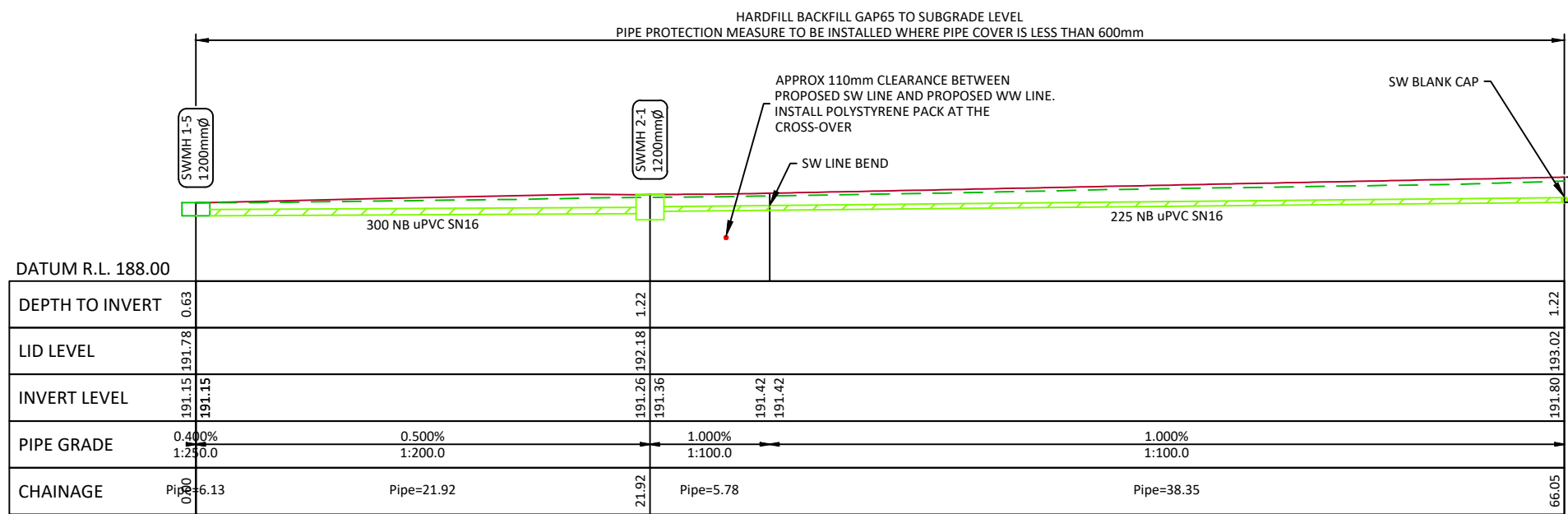
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DRAINAGE LAYOUT PLAN

Issue	Description	Checked	Date	Designed	Date	Scale:	
1	FOR RESOURCE CONSENT	DT	20.09.24	AV	11.07.24	1:300 (A3 Original)	
				AV	11.07.24		
				DT	20.09.24		
Job No: A24056					Dwg No: 4001		Rev: 1



LONGITUDINAL SECTION FOR SW LINE 1



LONGITUDINAL SECTION FOR SW LINE 2

CONSTRUCTION NOTE:
 AS NEW DRAINAGE CROSSES SERVICES IN THE ROAD RESERVE, THE CONTRACTOR SHALL MARK-OUT AND LOCATE ALL SERVICES PRIOR TO WORKS. WHERE ANY CONFLICTS ARE IDENTIFIED, THESE SHALL BE REVIEWED BY THE ENGINEER.

REINSTATEMENT DETAILS:

- FNDC PIPE PROTECTION MEASURES TO BE INSTALLED WHERE MIN. 600mm COVER IS NOT ACHIEVED.
- VEHICLE CROSSING AND FOOTPATH ALONG PURDY STREET TO BE REINSTATED AS PER FNDC DETAILS.
- BERMS TO COMPRISE 100mm MIN TOPSOIL AND GRASS COVER.

LEGEND:

- FINISHED GROUND LEVEL
- - - EXISTING GROUND LEVEL
- PROPOSED SW (PUBLIC)
- PROPOSED SW (PRIVATE)

FOR CONSENT



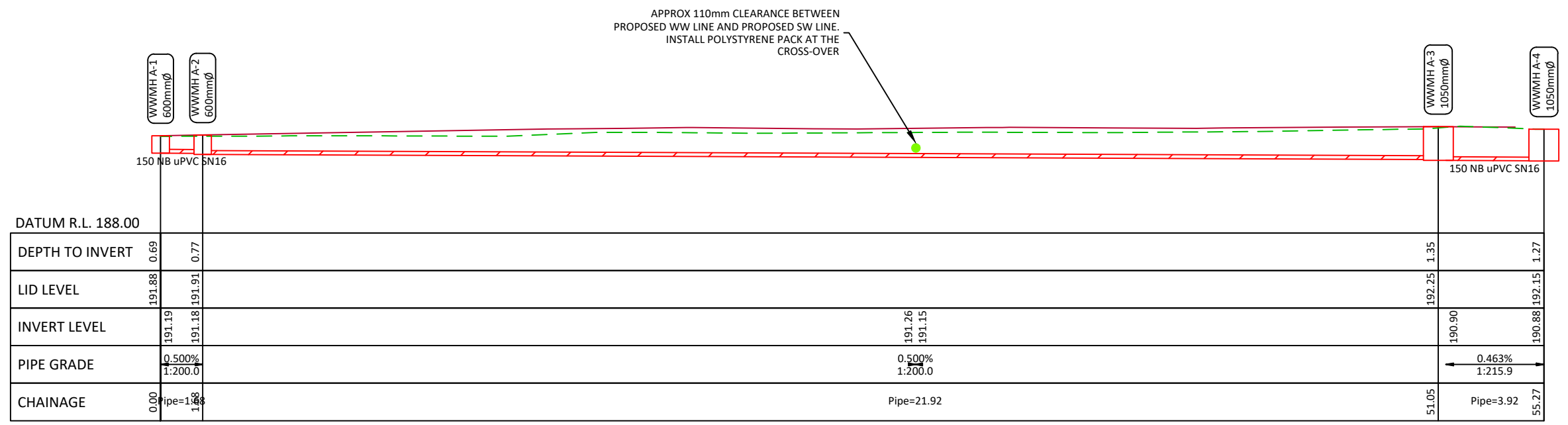
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 A: 25 Broadway, Auckland
 P: 09 524 7029
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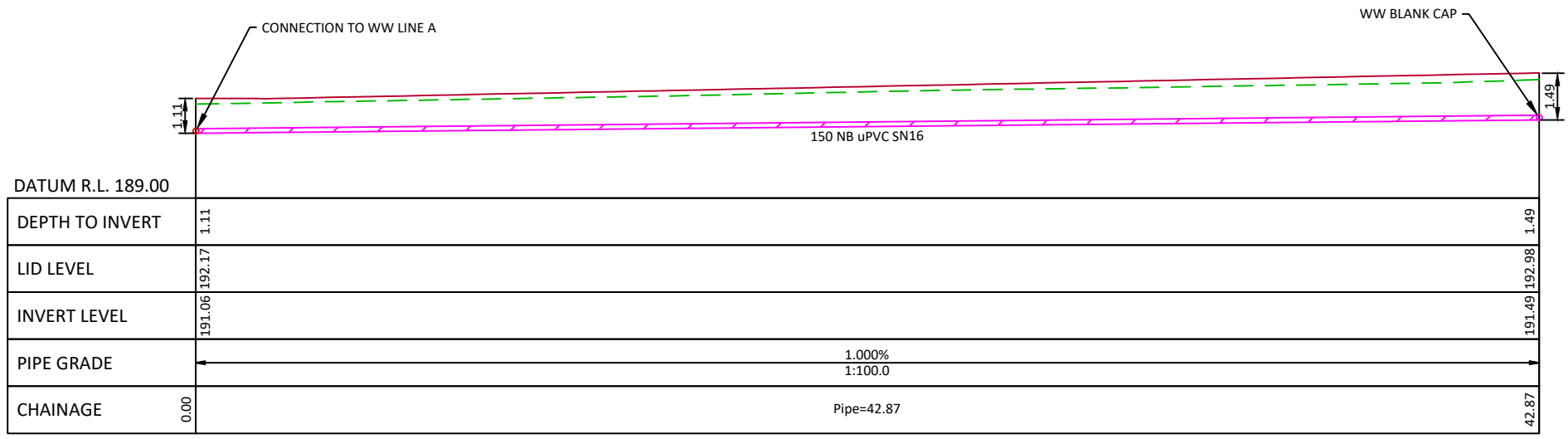
**STORMWATER
 LONG SECTIONS**

Issue	Description	Checked	Date	Designed	Date	Scale
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				AV	11.07.24	(A3 Original)
				DT	20.09.24	
				Job No:	Dwg No:	Rev:
				A24056	4100	1

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LONGITUDINAL SECTION FOR WW LINE A

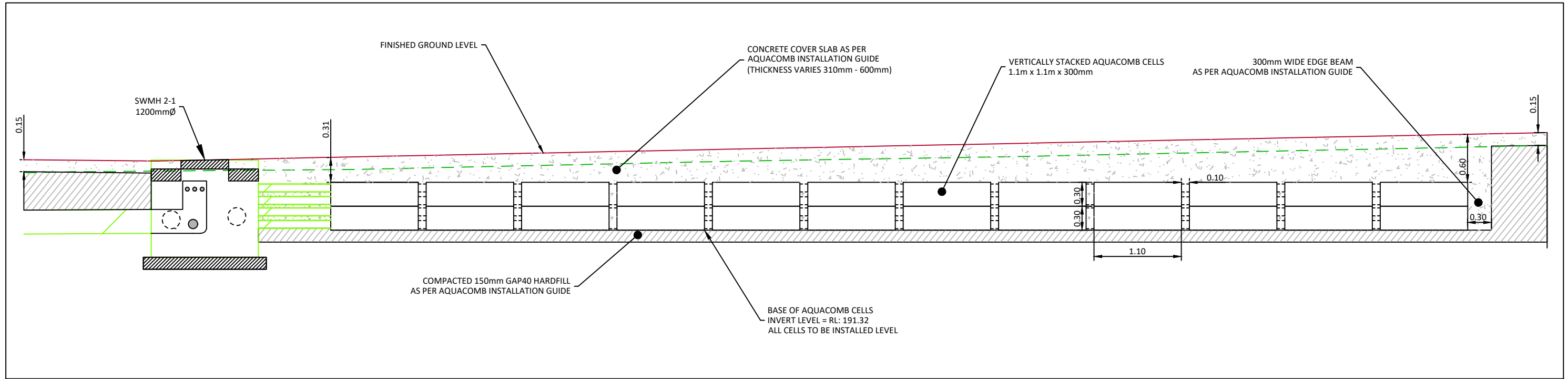


LONGITUDINAL SECTION FOR WW LINE B

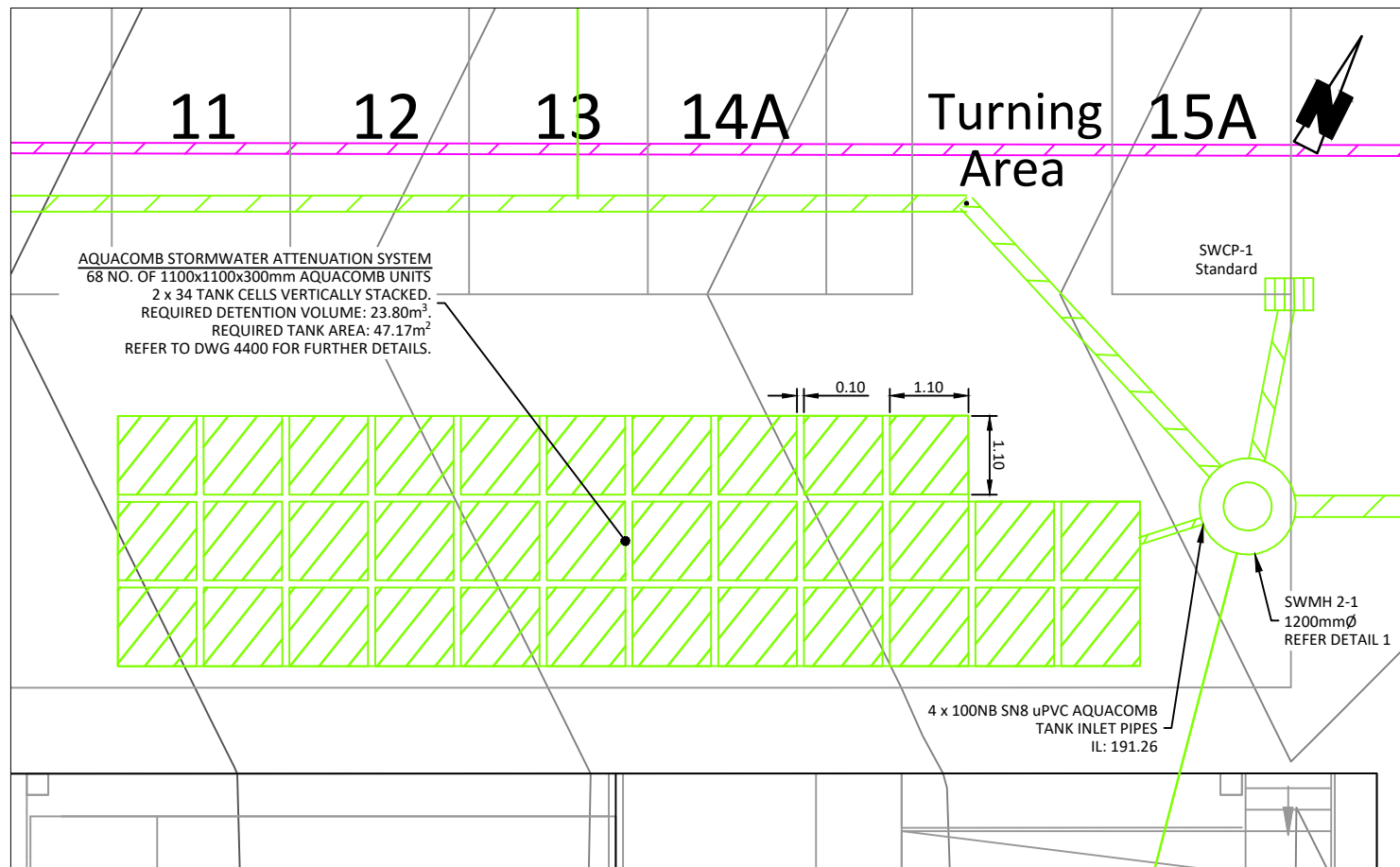
- LEGEND:**
- FINISHED GROUND LEVEL
 - - - EXISTING GROUND LEVEL
 - PROPOSED WW (PUBLIC)
 - PROPOSED WW (PRIVATE)

FOR CONSENT

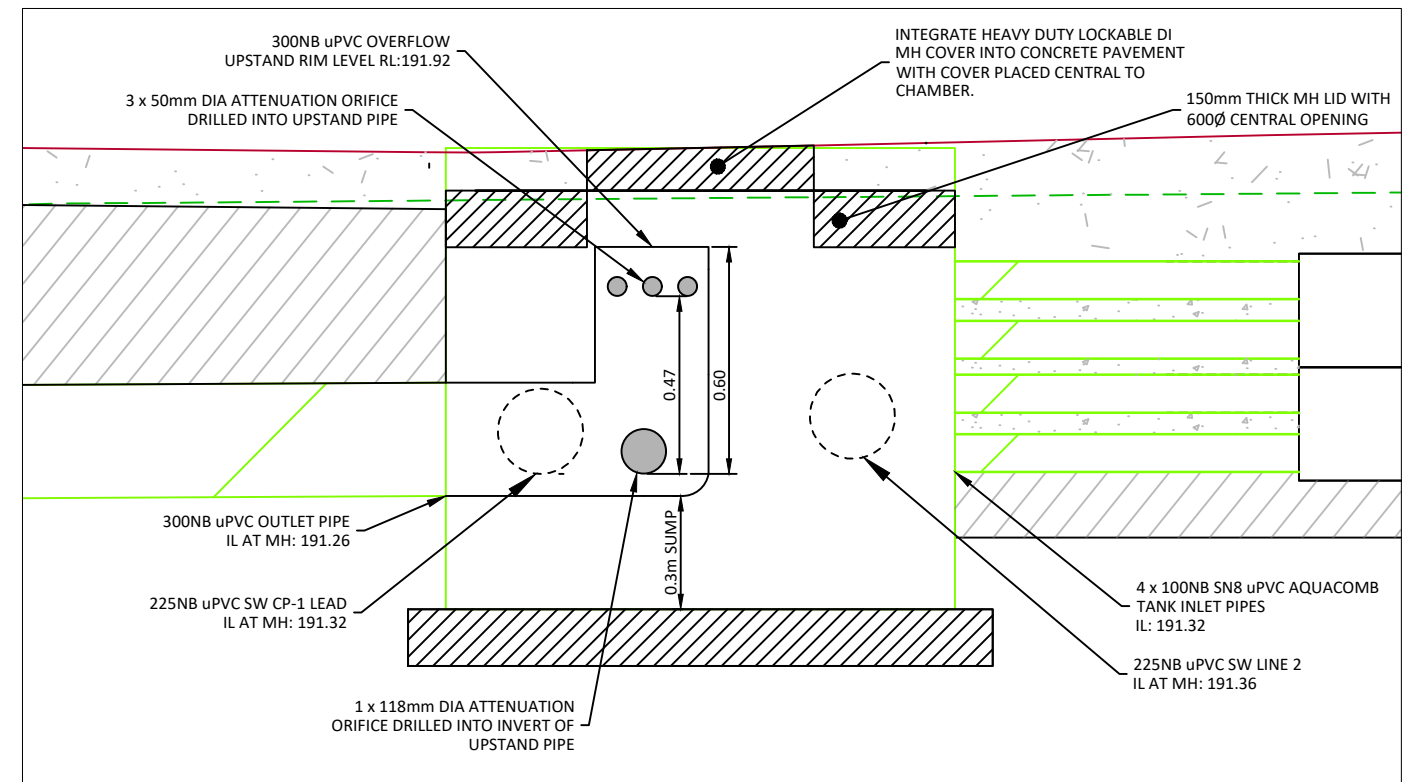
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1	FOR RESOURCE CONSENT	DT	20.09.24	AV	11.07.24	1:200
				Drawn:	AV	11.07.24
				Checked:	DT	20.09.24
				Job No:	Dwg No:	Rev:
				A24056	4200	1



STORMWATER TANK ELEVATION
SCALE 1:50



STORMWATER TANK LAYOUT
SCALE 1:100



SWMH 2-1 DETAIL 1
SCALE 1:20

FOR CONSENT

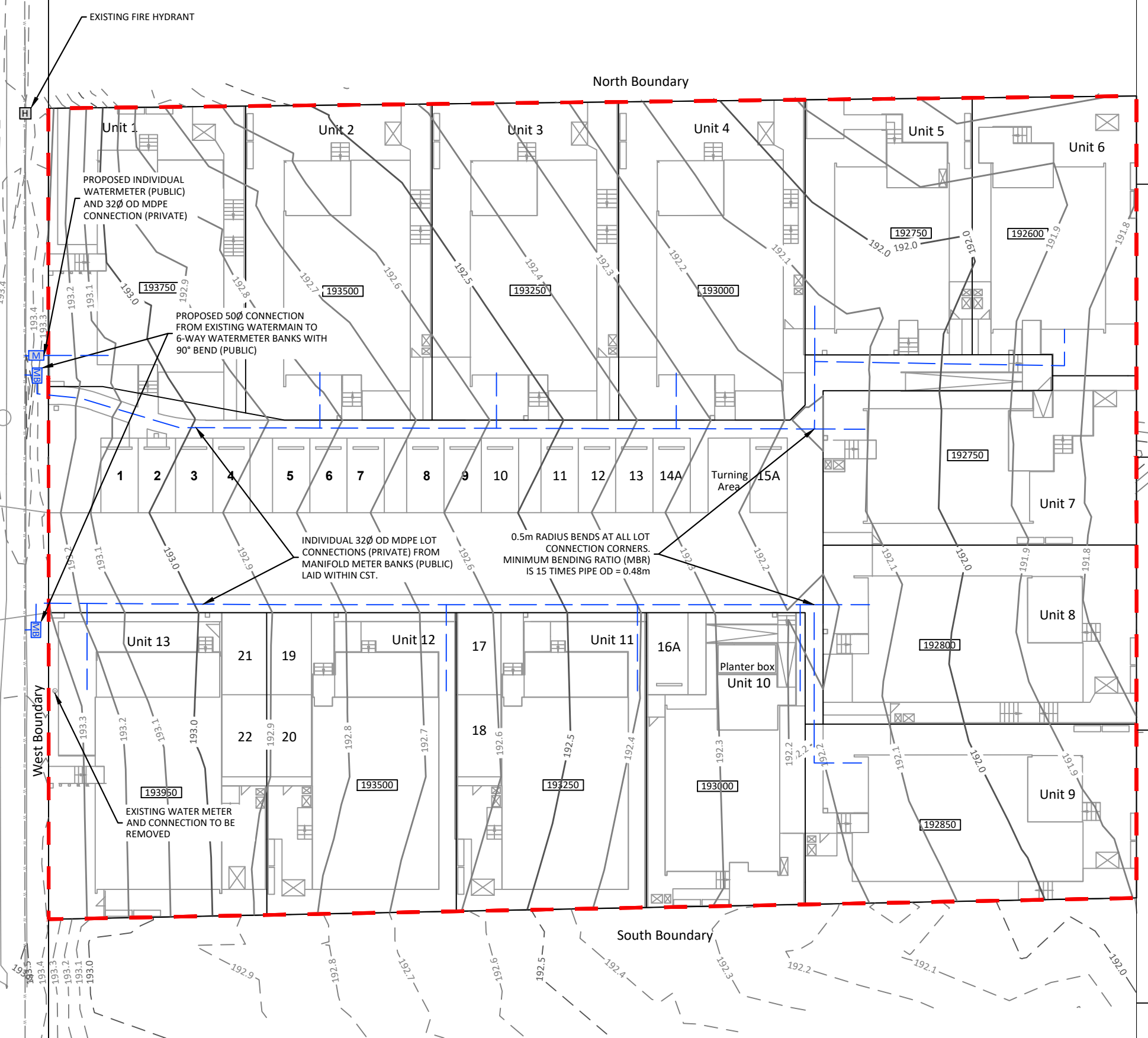
Issue	Description	Checked	Date	Designed	Date	Scale
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				AV	11.07.24	(A3 Original)
				DT	20.09.24	
				Job No:	Dwg No:	Rev:
				A24056	4400	1



- WATER SUPPLY NOTES:**
1. ALL WATERMANS ARE TO BE POSITIONED IN ACCORDANCE WITH COMMON SERVICES TRENCH DETAILS UNLESS SHOWN OTHERWISE.
 2. ALL WATERMANS SHALL HAVE MIN. 600mm COVER IN BERMS AND MIN. 900mm COVER IN CARRIAGEWAYS.
 3. ALL WORKS ON THE EXISTING WATER NETWORK IS TO BE UNDERTAKEN BY THE CONTRACTOR UNDER THE SUPERVISION OF PINE HARBOUR WATER REPRESENTATIVES FOLLOWING PRESSURE TESTING, AS-BUILTS & CERTIFICATIONS .
 4. ALL SERVICE CONNECTIONS TO BE DN 20 UNLESS SHOWN OTHERWISE.
 5. ALL RIDERMAINS/WATERMANS DN 50-355 TO COMPRISE PE80B/PE100 AS/NZS 4130/2003 PN12.5 SDR11/SDR13.6 COLOURED BLUE AND INCLUDE TRACER WIRE.
 6. THE CONTRACTOR IS TO FIX BY SURVEY ALL CHANGES IN DIRECTION AND OR DEPTH OF THE PROPOSED WATERMAIN.
 7. ALL TRENCHES UNDER THE CARRIAGEWAY ARE TO BE BACKFILLED HARDFILL. ALL ROAD CROSSINGS SHALL HAVE MINIMUM 900mm COVER.
 8. ALL FITTINGS ARE TO BE PE. NO DI FITTINGS PERMITTED.
 9. ALL VALVES ARE TO BE LAID IN GRASS BERMS, WHERE VALVE/HYDRANT BOXES ARE REQUIRED LIDS TO BE FLUSH WITH CONCRETE FINISHED LEVEL.
 10. THE DRAWINGS DO NOT NECESSARILY SHOW ALL EXISTING SERVICES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ACCURATELY LOCATE AND PROTECT ALL EXISTING SERVICES DURING THE CONSTRUCTION PERIOD.

- WATER SUPPLY LEGEND:**
- LOT CONNECTION
 - PRIVATE LOT CONNECTION
 - PROPOSED BULK METER
 - PROPOSED WATER METER BANK
 - PROPOSED SLUICE VALVE
 - PROPOSED WATER MAIN
 - EXISTING WATER MAIN
 - EXISTING SLUICE VALVE
 - EXISTING FIRE HYDRANT

MANGAKAHIA ROAD



FOR CONSENT

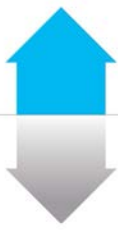
CKL
 OFFICE
 Auckland
 A: 25 Broadway, Auckland
 P: 09 524 7029
 E: Auckland@ckl.co.nz

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WATER LAYOUT PLAN

Issue	Description	Checked	Date	Designed	Date	Scale:
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				DT	20.09.24	
				Job No:	Dwg No:	Rev:
				A24056	6000	1



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Geotechnical Investigation at 12-16 Mangakahia Road, Kaikohe

Rev A

17 July 2024

Job No. NL240078



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Job Number:	NL240078
Name of Project:	12-16 Mangakahia Road, Kaikohe
Client:	Gemscott Eleven Ltd
Author:	Richard Hamlin, Geotechnical Engineer
Reviewer:	Martin Williams, Senior Geotechnical Engineer, MEngNZ
Authoriser:	Byron Smith, Senior Engineering Geologist, MEngNZ
Document Version:	A
Published:	17 July 2024
Author Signature:	
Reviewer Signature:	
Authoriser Signature:	

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Appendix A: Drawings

Appendix B: Investigation Logs

Appendix C: Basalt Engineering Commentary

Report Summary

The following summarises the findings of this report however is not to be taken in isolation. It is a requirement that any user of this report review the document in its entirety, including all appendices.

Feature	Commentary
Proposed Development	Thirteen single-level residential dwellings, vehicle access, and parking bays.
RMA & Building Act	No <i>geotechnical</i> natural hazards were identified (as listed in these Acts) that are considered an undue impediment to development/construction (respectively) or that cannot be reasonably addressed by typical engineering design and construction.
Fill	Encountered to a maximum depth of 0.4m bpgl.
Natural Soils	Stiff to hard weathered Kerikeri Volcanic Group tuff deposits.
Unduly Weak, Sensitive, or Compressible Soils	Not encountered.
Groundwater	Encountered at a single augerhole location only, at a depth of 2.0m bpgl.
Seismic Site Class	Site Class C.
Liquefaction	The site is considered to have a "Very Low Liquefaction Vulnerability".
Expansive Soils	Classified as Moderately Expansive in accordance with B1/AS1 or AS2870:2011.
Slope Stability	We consider the site to be suitable for the construction of the proposed dwellings from a global land stability perspective.
Settlement	We consider any potential total or differential settlement as a result of the proposed development to be within typical tolerable limits.
Foundations	Shallow foundations are considered suitable for the proposed dwellings. Bridging pile foundations may be required and S&RC should be contacted for advice in this event. Reference should be made to Sections 10.0 and 11.0 in this regard.
Drawing Review prior to Consent Application	Required.
Construction Constraints	See Section 16.0 of this report.
Construction Observation	CM3 Level recommended.

1.0 Introduction

Soil & Rock Consultants (S&RC) were engaged by Gemscott Eleven Ltd to carry out a geotechnical investigation at 12-16 Mangakahia Road, Kaikohe regarding thirteen proposed timber-framed dwellings / units.

Our investigation has been informed by the Resource Management Act and Building Act 2004 which list 'Natural Hazards' that must be considered by Council when assessing a Resource or Building Consent application, respectively. Our investigation has also extended to assessment of onsite soakage rates via the falling-head percolation test method in accordance with Section 9.0.2 of New Zealand Building Code Surface Water E1/VM1.

Our report is intended to identify geotechnical constraints to development and provide associated remedial, mitigating, and design recommendations in order that Consent can be granted. Information and advice related to good construction practise are also provided.

1.1 Limitations

This report has been prepared by S&RC for the sole benefit of Gemscott Eleven Ltd (the Client), their appointed consultants, and Council with respect to 12-16 Mangakahia Road, Kaikohe and the brief given to us. The data and/or opinions contained in this report may not be used in other contexts, for any other purpose or by any other party without our prior review and agreement. This report may only be read or transmitted in its entirety, including the appendices.

The recommendations given in this report are based on data obtained from discrete locations and soil conditions between locations are inferred only. Our geotechnical models are based on those actual and inferred conditions however variations between test locations may occur and S&RC should be contacted in this event. S&RC should also be contacted should the scope or scale of the development proposal vary from that currently indicated.

2.0 Site Description

The subject site, legally described as Lots 1 & 2 DP 313428, and Kohewhata 44B10 Block, is rectangular in shape and covers a combined area of 3,938m² (see Figure 1). The property contains a two-storey dwelling to the northwest, and a company office for Te Runanga-Ā-lwi-Ō-Ngāpuhi located in the southern portion of the site. The remaining land cover comprises a gravel carpark and sporadic trees and lawn areas. The ground surface is near level across the site. A 150mmØ wastewater gravity main is located in the eastern portion of the site, traversing in a northwest-southeast alignment.



Figure 1: Aerial Image (Source: LINZ)

2.1 Proposed Development

Drawings prepared by A Studio Architects show the proposed development will comprise of thirteen single-level residential units, with a mixture of two- or three-bedroom style dwellings. The central area of the site remains utilized for vehicle access and carparks, as shown in Figure 2. Minimal cutting and filling are inferred to be required given the near-level nature of the site.



Figure 2: Proposed Development (Source: Site Plan by A Studio Architects)

3.0 Geology

Reference to the GNS New Zealand Geological Web Map 1:250,000 Geology map, indicates the site is underlain by Kerikeri Volcanic Group basalt deposits (inferred tuff overlying basalt rock) (see Figure 3).

These volcanic deposits are described by GNS as “basalt lava and volcanic plugs”. Though basalt lava rock may be expected to predominate, other volcanic deposits comprising scoriaceous gravel and tuff should be expected to be present also.

In general, the tuff will often overlie the basalt, however interbedded layers of tuff and scoria can occur or be found between the layers of basalt lava flows. Localised caverns and cavities may also be present in the basalt.

Basalt may be present as boulders which can be broken out by hydraulic excavation plant or as intact lava flows which require rock-breaking or cutting equipment. From a strength point of view, basalt can be a favourable founding stratum, however depths to basalt and thickness of basalt can vary significantly over short distances and voids/cavities are common. Furthermore, the deposits can overlie very weak soils, this may necessitate proof drilling in certain scenarios. Further information regarding issues commonly associated with basalt is provided in Appendix C.

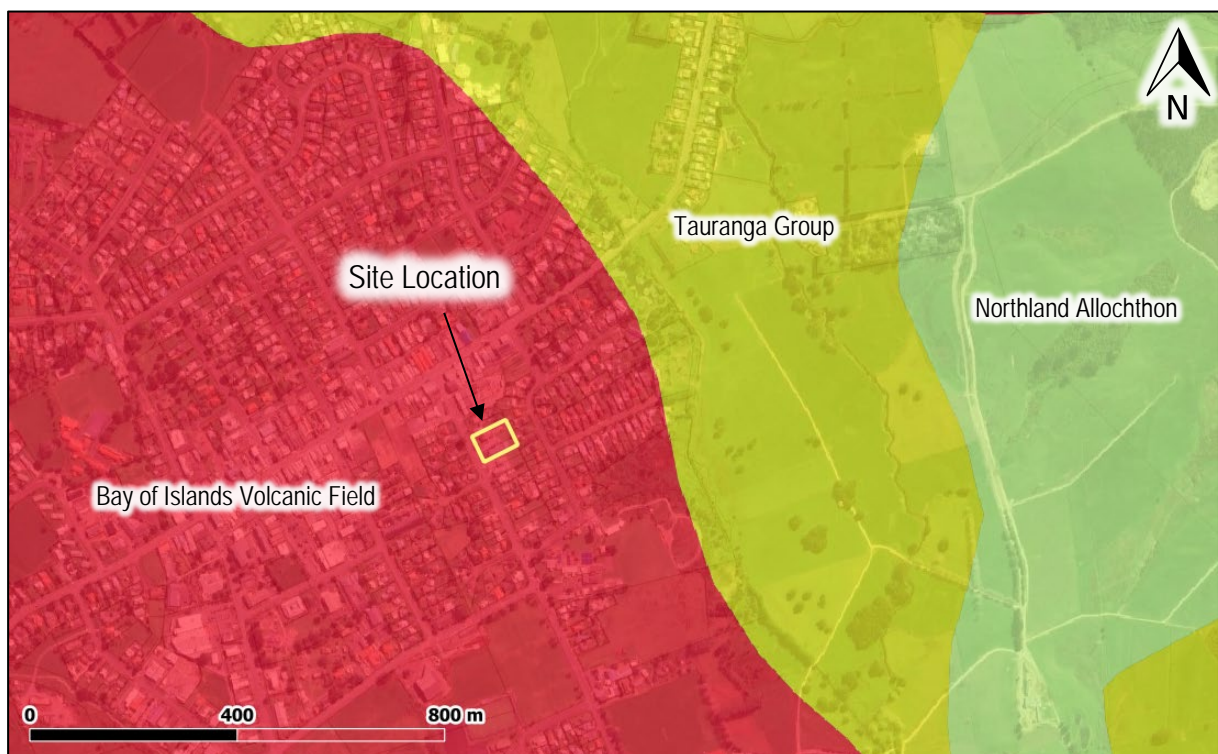


Figure 3: Geological Map (Source: GNS WebMaps Website)

4.0 Field Investigation

The field investigation carried out on 27 and 28 June 2024 comprised:

- Visual appraisal of the site
- Drilling of five 50mm diameter hand augerholes (AH01 – AH05 inclusive) – Appendix B
- Drilling of two 100mm diameter hand augerholes (SH01 & SH02) – Appendix B

The test locations are shown on the Site Plan, Drawing No's NL240078/1 and NL240078/2 (Appendix A). The locations were measured from existing site features using hand-held tape and are therefore approximate only.

Measurements of undrained shear strength were undertaken in the augerholes at intervals of depth using a handheld shear vane in accordance with the New Zealand Geotechnical Society (NZGS) '*Guideline for Hand Held Shear Vane Test*', dated August 2001. Peak and remoulded vane shear strengths shown on the attached logs represent dial readings off the shear vane adjusted using the BS 1377 calibration correction factor.

A visual-tactile field classification of the soils encountered during drilling was carried out in accordance with the NZGS '*Guideline for the Field Description of Soil and Rock*' (2005).

Dynamic Cone (Scala) Penetrometer testing was carried out in-lieu of shear vane testing where soils became sand-dominated and/or difficult to auger, and from the base of selected augerholes until refusal was reached. In this instance refusal is defined as a blow count of 20 for 50mm penetration (typically referred to as 'sudden refusal'). The results are provided in Appendix B.

4.1 Ground Model

Subsurface conditions have been interpolated between the test locations and localised variations between and away from the test locations will exist.

In general, the soils encountered comprised surficial topsoil/fill underlain by weathered Kerikeri Volcanic Group tuff deposits. Basalt rock is inferred to underlie the tuff. Our ground model is presented as Cross Section A-A' (Drawing No NL240078/3) as labelled on the attached Site Plan (Drawing No NL240078/2).

An outline of the soil conditions and investigation results is given below and summarised in Table 1, and detailed descriptions of the soils are given on the attached logs (Appendix B).

- **Topsoil/Fill.** Topsoil and/or non-engineered fill were encountered at each test location to a maximum depth of 0.4m below present ground level (bpgl). These materials are unsuitable for the support of permanent structures (i.e. building foundations, floor slabs, pavements etc.).

The depth, lateral extent, and composition of the fill material will vary across the site.

- **Kerikeri Volcanic Group.** Weathered tuff deposits were encountered underlying the topsoil/fill to the termination depths of the augerholes. The tuff deposits comprised stiff to hard silts, clayey silts, and sandy silts with lesser amounts of clay. Vane shear strengths recorded within the weathered tuff deposits ranged from 46kPa to greater than 200kPa where the soil strength was in excess of the shear vane dial capacity or was 'UTP' – Unable to Penetrate into the soil.
- **Scala Penetrometer Testing.** Scala Penetrometer testing was carried out from the base of augerholes AH01 to AH05. Refusal, inferred to be contact with basalt, was encountered at depths ranging between 2.9m and 6.0m bpgl. This basalt could comprise dense gravels, cobbles, boulders or 'intact' basalt lava flows/rock.
- **Groundwater.** Groundwater measurements carried out within the augerholes at the completion of drilling recorded groundwater within AH03 only, at a depth of 2.0m bpgl.

Groundwater measurements taken on the day of drilling are not always an accurate portrayal of the actual long-term groundwater table. Tactile descriptions of 'wet' soils are shown on the logs. We infer these depths better represent 'actual' groundwater levels and these depths are shown in brackets in Table 1.

Table 1 – Summary of Ground Conditions

Test ID	Termination Depth	Depth of Topsoil/Fill	Vane Shear Strength Range (kPa)	Scala Penetrometer Termination	Groundwater Depth
All depths measured in (m) below present ground level. (Rounded to 1 DP)					
AH01	4.6	0.2	120 – 200+ UTP	4.7	NE (2.8)
AH02	5.0	0.2	165 – 200+ UTP	5.2	NE (2.9)
AH03	4.6	0.2	46 – 200+ UTP	4.7	2.0
AH04	2.8	0.3	132 – 200+ UTP	2.9	NE (1.6)
AH05	3.7	0.2	158 – 200+ UTP	6.0	NE (1.7)
SH01	2.0	0.2	119 – 200+	NT	NE
SH02	2.0	0.4	117 - 165	NT	NE (1.9)

NE = Not Encountered

NT = Not Tested

5.0 Expansive Soils

Based on the results of our field investigation and our experience with these types of soils, we consider the soils lie in 'Expansive Soil Class M – Moderately Expansive' with reference to B1/AS1 or AS2870:2011.

6.0 Sensitive Soils

The ratio of peak to remoulded vane shear strength values recorded during our investigation generally ranges between 2 and 11, indicative of a 'sensitive' subgrade. These soils are particularly susceptible to mechanical disturbance and/or exposure to the elements. Soils that test well in-situ can perform poorly when construction is underway.

Care is therefore required during construction to ensure the soils are protected to ensure favourable short and long-term subgrade and foundation performance. Subgrade protection measures are provided in Section 13.0 of this report.

7.0 Seismic Design Parameters

The site is considered a Class C – 'Shallow Soil Site' as defined by NZS 1170.5:2004.

The Peak Ground Acceleration (PGA) value for structures of Importance Level 2, adopted for stability analysis of the site is 0.19g (ULS) with an effective earthquake magnitude of 6.5.

7.1 Liquefaction Vulnerability

Typically, the two principal factors which can result in liquefaction occurring under seismic conditions are the presence of unconsolidated/loose sands/sandy silts, and groundwater.

Very stiff to hard and generally cohesive volcanic tuff soils are present to depths ranging between 3.0m and 4.8m bpgl. These soils are not conducive to significant liquefaction (and consequently lateral spread) under any design-level seismic event.

Given the presence of the very stiff to hard upper 'crust' as outlined above, we do not expect significant surface manifestation of liquefaction or lateral spreading that would have adverse effects to the proposed shallow foundations.

We therefore consider the site to have a 'Very Low Liquefaction Vulnerability'.

8.0 Slope Stability

The ground surface across the site is generally near-level and we therefore consider global stability risks as a result of the proposed development are negligible.

9.0 Settlement

Provided the recommendations of this report are adopted in design and construction we consider any potential total or differential settlement as a result of the proposed development to be within typical tolerable limits.

10.0 Geotechnical Discussion

We consider the site to be geotechnically suitable for the proposed development provided the recommendations given in this report are observed.

While there are no significant geotechnical constraints that preclude development at the site, the following geotechnical considerations should be included in estimating construction costs and project budget.

Fill

Non-engineered fill was encountered to a maximum depth of 0.4m bpgl. Deeper fill deposits could be present away from our test locations. Non-Engineered fill is not suitable for the support of permanent structures. As such, during initial site formation works all topsoil (surficial and buried) and non-engineered fill should be removed to expose stiff natural ground and replaced with engineered fill (where required) following inspection by the geotechnical engineer.

Wastewater Line / Basalt

Proposed units 4-5 and 7-10 are located within close proximity to the underground public wastewater line that transects the site in a northwest-southeast direction. In their current location the foundations for these units will likely require service bridging piles designed in accordance with Council rules.

Given basalt is inferred to be present at depth and the depth to basalt can vary significantly over short distances, and present significant construction difficulties, consideration should be given to locating these units away from the wastewater line to avoid the requirement for bridging pile foundations. Reference should be made to Appendix C regarding basalt construction difficulties.

If shallow foundations are utilised, we do not expect basalt to be encountered as part of the development works.

11.0 Foundation Design Recommendations

S&RC should inspect all foundation excavations to determine whether the exposed soil and foundation conditions are consistent with those described in this report.

11.1 Shallow Foundations

The natural site soils are considered suitable for the use of shallow foundations which may comprise a 'waffle' or 'rib-raft' slab (surface-supported, no embedment) or traditional strip/pad/Senton footings embedded a minimum of 600mm into stiff natural ground or engineered fill and designed to accommodate the expansivity characteristics of the soils, classified as Expansive Soil Class M as per Section 5.0 of this report.

A Design (Dependable) Bearing Capacity of 150kPa is available for Ultimate Limit State Design of shallow foundations carried out in accordance with B1/AS1, B1/VM4 and AS/NZS 1170:2002. A Strength Reduction Factor (ϕ_{bc}) of 0.5 has been applied to the Geotechnical Ultimate Bearing Capacity value to determine the Design Bearing Capacity.

11.2 Pile Foundations

We expect service bridging foundations will be required for units 4-5 and 7-10 in their currently proposed locations close to the wastewater line.

We reiterate that given basalt is inferred to be present at depth, and that the depth to basalt can vary significantly over short distances presenting significant construction difficulties, consideration should be given to locating these units away from the wastewater line to avoid the requirement for bridging pile foundations.

We recommend any proposal for bridging piles be discussed with S&RC at the design stage once invert levels and pile locations/depths are known.

Alternatively, we consider beams that span across the service to be a viable alternative; however the acceptability of this solution should be confirmed by Council. We recommend reference be made to the '*Wastewater Drainage Bylaw 2018*' document produced by the Far North District Council in this regard.

Bridging foundations are required where foundations would otherwise embed above a plane inclined at 1V:1H rising from 500mm below the invert of the service. Bridging foundations must be designed in accordance with Council rules.

Where required, we recommend any pile foundations take the form of bored, concrete-encased timber, or steel-reinforced concrete piles embedded into stiff natural ground.

Pile excavations that penetrate groundwater, expected from approximately 2.0m depth bpgl, will be susceptible to collapse and casing may be required. Pumps capable of handling slurry-rich material will also be required during construction.

Soil strength parameters applicable to Ultimate Limit State Design in accordance with AS/NZS 1170:2002 are given in Table 2. These parameters may only be adopted for piles with a length-to-diameter ratio greater than five ($L/D > 5$), and that are embedded into stiff natural ground.

Table 2 – Ultimate Limit State Pile Design Parameters

Material	Ultimate End Bearing Capacity	Ultimate Skin Friction
Non-Engineered Fill	Nil	Nil
Weathered Volcanic Tuff	630kPa	40kPa

A Strength Reduction Factor (ϕ_{pc}) not greater than 0.5 should be applied to the Geotechnical Ultimate Capacity values to determine the Design (Dependable) Capacity values.

Skin friction should be ignored within non-engineered fill and/or the upper 0.6m of pile length (whichever is the deeper) to take soil expansivity movements into account. Skin friction should also be ignored if the pile holes are permanently cased.

12.0 Site Formation

Any proposal to create cuts or fills greater than 600mm in height other than those indicated/inferred at the time of preparation of this report should be the subject of specific design advice.

All fills, regardless of depth, must be placed in accordance with NZS 4431:2022 with respect to subgrade preparation and standard of compaction.

Given the limited extent, we recommend any fill comprise quarry-sourced granular fill (GAP material). The granular fill should be compacted to design level in loose layers no more 150mm thick and to achieve 95% of the maximum dry density. Should earth (cohesive) filling be proposed, S&RC should be contacted for advice as inspection of the material prior to importing to site will be required in addition to a New Zealand Standard Compaction Curve to inform compaction requirements.

13.0 Floor Slabs and Pavements

All topsoil, non-engineered fill, vegetation, organic or otherwise unsuitable material should be removed from under floor slab and pavement areas prior to construction.

For preliminary design a CBR value of 3% or a modulus of subgrade reaction of 25kPa/mm are considered appropriate for flexible and rigid pavements respectively. These values should be confirmed by specific testing by S&RC following preparation of the subgrade.

Any concrete floor-slab or pavement should be underlain by a basecourse of clean, free-draining granular fill as specified by the designer and should be subjected to compaction by a device of appropriate weight and energy. Silty or sandy subgrades are generally sensitive to disturbance and 'static' rolling only (no vibration) is recommended.

Any subgrade should be protected from desiccation, rain damage, and plant-trafficking immediately upon excavating or filling to grade following inspection by S&RC.

Protection may take the form of topsoil, mulching, or by placing a protective layer of granular fill. The granular fill can later be left in-situ as a construction sub-base or basecourse if managed well and protected from damage. We recommend watering expansive subgrades approximately 48 hours prior to concrete placement to return the subgrade to its inferred pre-excavation moisture content.

14.0 Stormwater

Concentrated stormwater flows must not be allowed to disperse directly to the ground as this could adversely affect foundation conditions. Flows from all impermeable areas must be collected and carried in sealed pipes to a disposal point approved by Council.

Stormwater disposal via soak pit is assessed at a high-level in the following section.

14.1 Site Soakage

S&RC carried out a preliminary site shallow-soakage investigation in conjunction with the geotechnical investigation between 27 and 28 June 2024. This comprised the following:

- Drilling of two 100mm diameter hand augerholes to 2.0m bpgl (SH01 & SH02).
 - Carrying out falling-head percolation testing within each augerhole in accordance with Section 9.0.2 of New Zealand Building Code Surface Water E1/VM1.
 - Determination of the soakage rate of the subsoils.
-

Test results have been analysed per Section 9.0.2(d) of NZ Building Code E1/VM1, yielding soakage rates in terms of L/min/m² as summarised in Table 3.

Table 3: Soakage Testing Summary

Location	Drilling Depth (m)	Groundwater (m bpgl)	Soakage Rate (L/min/m ²)
SH01	2.0	NE	0.05
SH02	2.0	NE	0.14

Given the limited available area of the post-development site, we recommend installing any soak pit(s) at least partially beneath the sealed car parking areas with minimum lateral setback distance of 3m to any building foundation and site boundaries.

Consideration should be given to investigation of deep bore soakage in the (inferred) underlying basalt if/as permitted by Council rules. Such investigation may produce higher soakage rates.

15.0 Underground Services

Underground public wastewater services are present within the site. Additional services, public or private, mapped or unmapped, of any type (gas, pipelines, fibre, electricity etc) could be present. A thorough service-search should be carried out prior to commencement of excavations.

16.0 Construction Constraints

Geotechnical aspects of construction that are expected to require special attention by the Contractor and inspecting Geotechnical Engineer include (but are not necessarily limited to) the following:

- Sensitive soils are present across the site which exhibit a significant strength reduction when disturbed or exposed to the weather. Care is therefore required to protect the exposed soils during construction. Reference should be made to Section 13.0 of this report in this regard.
- Basalt is inferred to be present at depth and the depth to basalt can vary significantly over short distances, and present significant construction difficulties, Reference should be made to Appendix C in this regard should pile foundations or significant excavations be proposed.
- Excavations that intercept the groundwater table, expected from approximately 2.0m depth bpgl, will be susceptible to collapse and casing may be required. Pumps capable of handling slurry-rich material will also be required during construction in this event.

- Any proposed excavations, foundation elements, and/or earthworks in the vicinity of the public underground wastewater service within the site should comply with District Council regulations.
- At all times the maintenance of temporary stability and the protection of public underground services is the responsibility of the contractor.

17.0 Drawing Review

No detailed drawings of the proposed development were provided at the time of preparation of this report. We recommend once plans are available that they be submitted to S&RC so that the applicability and implementation of the recommendations made in this report can be confirmed prior to application for Building Consent.

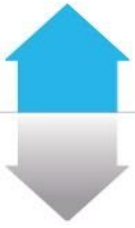
18.0 Observation of Construction

The recommendations given in this report are based on limited site data from discrete locations and variations in ground conditions will exist. S&RC should be engaged to inspect excavations and foundation conditions exposed during construction so that 'actual' ground conditions can be compared with those assumed in formulating this report.

The aspects of the development that require geotechnical observation, testing, and final certification as determined by Council will be given in the conditions of the Consent. The Contractor should make themselves familiar with those conditions, in addition to the requirements of this report, and ensure adequate observations are carried out. Any ground covered by fill or concrete prior to geotechnical inspection will be specifically excluded from any Producer Statement – Construction Review (PS4).

In any case, the contractor should notify S&RC should ground conditions encountered during construction vary from those described in this report.

End of Report Text – Appendices Follow



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Appendix A

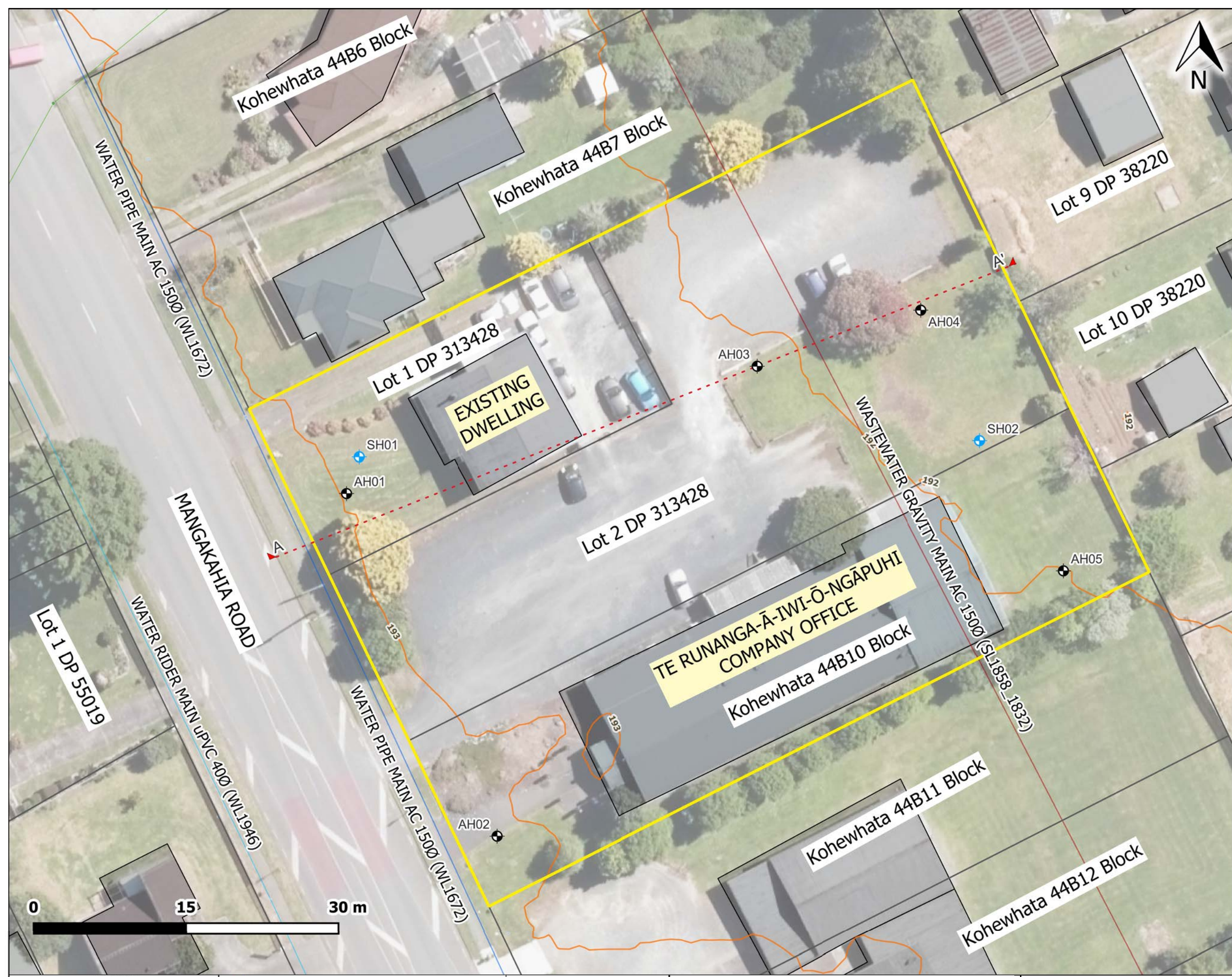
Drawings

Geotechnical

Environmental

Stormwater

Hydrogeology



- NOTES:
1. Locations of features approximate only.
 2. Buried service locations to be verified on site.
 3. Original sheet size A3.
 4. Boundary data obtained from Council GIS.
 5. Development features (existing and proposed) are approximate only

- Key:
- Site Boundary
 - S&RC Cross Section Locations Feb 2024
 - S&RC Hand Augerhole Locations Jun 2024
 - S&RC Percolation Test Locations Jun 2024

AMENDMENTS		
Rev	Date	Description

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PO Box 21-424 Henderson, 0650
Ph 09 835 1740 Fax 09 835 1847
www.soilandrock.co.nz

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12-16 Mangakahia Road
Kaikohe

Site Plan
Existing Development

Dwg No.	NL240078/1		
Scale:	1:350	Drawn By:	R.Hamlin
Date:	03/07/2024	Revision:	A
Filename:	G:\IN PROGRESS\NL240078 - 12-16 Mangakahia Road, Kaikohe\NL240078 - Site Plan - 3/1/2024.dwg		



- NOTES:
1. Locations of features approximate only.
 2. Buried service locations to be verified on site.
 3. Original sheet size A3.
 4. Boundary data obtained from Council GIS.
 5. Development features (existing and proposed) are approximate only

- Key:
- Site Boundary
 - S&RC Cross Section Locations Feb 2024
 - S&RC Hand Augerhole Locations Jun 2024
 - S&RC Percolation Test Locations Jun 2024

AMENDMENTS		
Rev	Date	Description

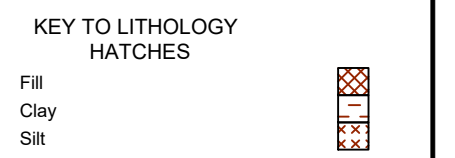
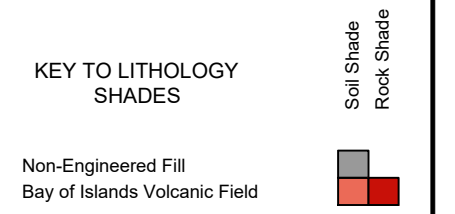
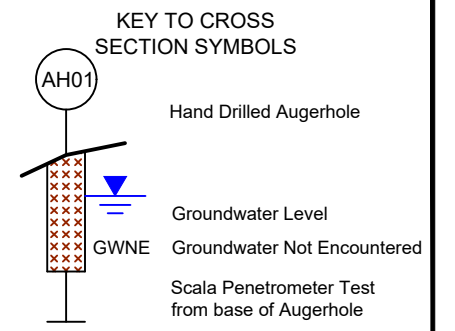
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12-16 Mangakahia Road
 Kaikohe

Site Plan
 Proposed Development

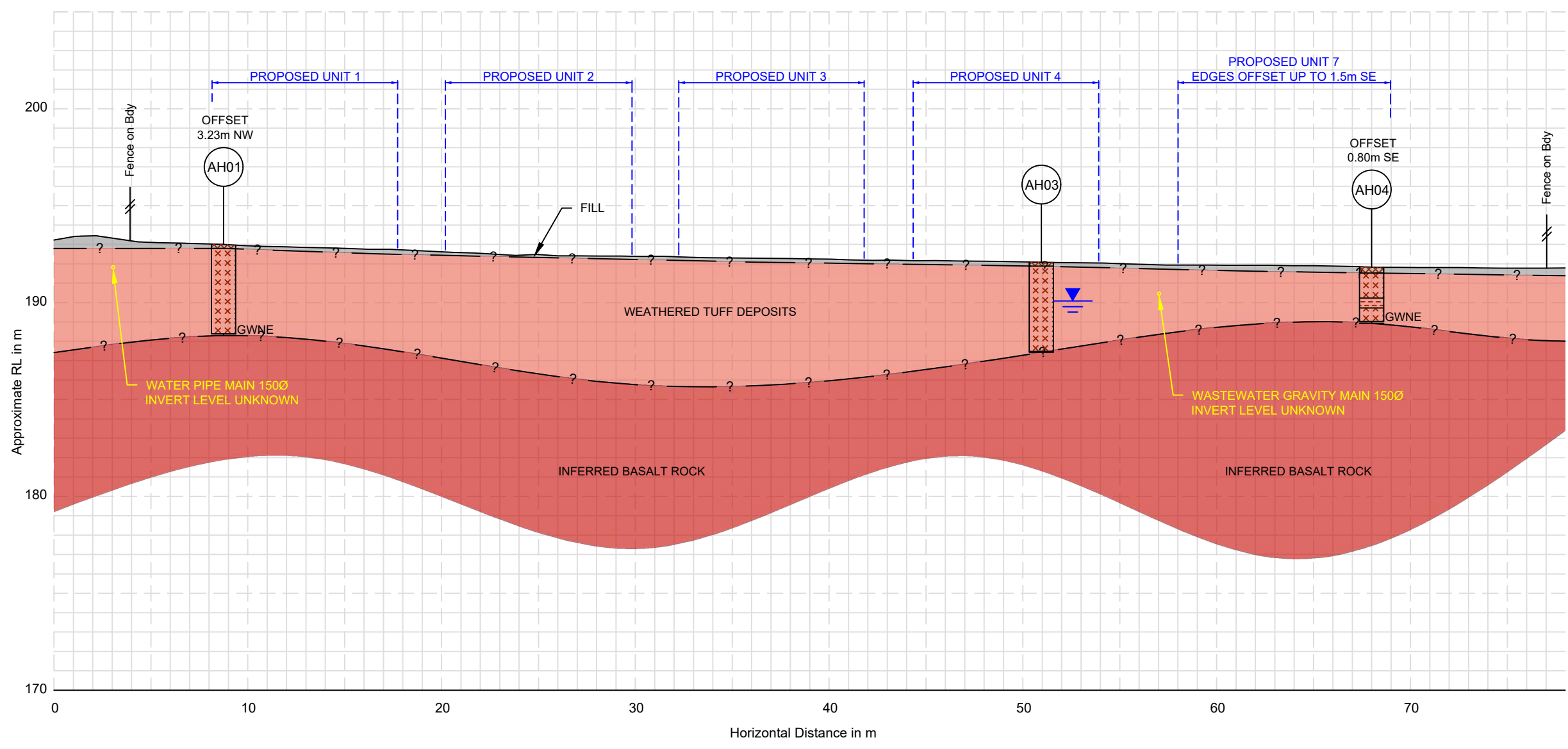
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Date:	10/07/2024	Revision:	A
Filename:	G:\UN PROGRESS\NL240078 - 12-16 Mangakahia Road, Kaikohe\NL240078 - Site Plan - July 2024.dwg		



- NOTES:**
1. Soil & Rock Consultants cross sections surveyed by Northland LiDAR contours.
 2. Soil descriptions shown approximate only, refer to borelogs for details.
 3. Extrapolation of ground conditions away from test locations has been made but cannot be guaranteed.
 4. Groundwater measurements were made 27 to 28 June 2024.
 5. Locations of features approximate only.

Southwest
A

Northeast
A'



AMENDMENTS		
DATE	REV	DESCRIPTION



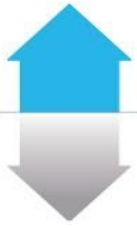
Check all dimensions and levels on site before commencing construction. This drawing and design remains the property of Geotechnical Engineering Ltd. and may not be reproduced without the written permission of Geotechnical Engineering Ltd.

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**12-16 MANGAKAHIA ROAD
KAIKOHE**

CROSS SECTION A-A'

NL240078/3	DRAWN: R. Hamlin	DATE: 4-Jul-24
SCALES: 1: 250 AT A3	CHECKED: []	REV. []
	DESIGNED: []	
Filename: nl240078 - section a-a'.dwg		



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Appendix B

Investigation Logs

Geotechnical

Environmental

Stormwater

Hydrogeology

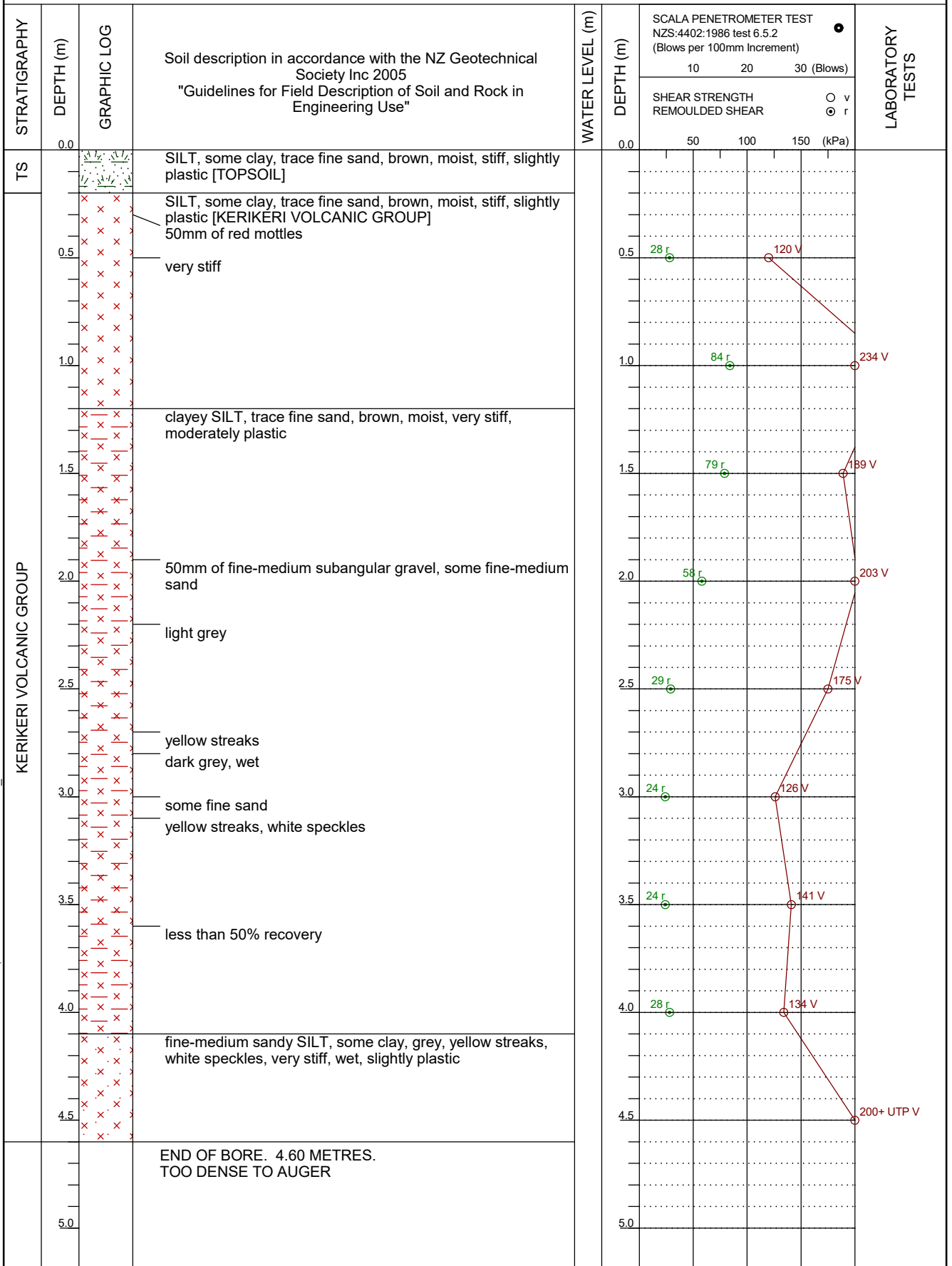


CLIENT: Gemscott Eleven Ltd.
PROJECT: 12-16 Mangakahia Road, Kaikohe

Auger Hole No: AH01
Sheet 1 of 1

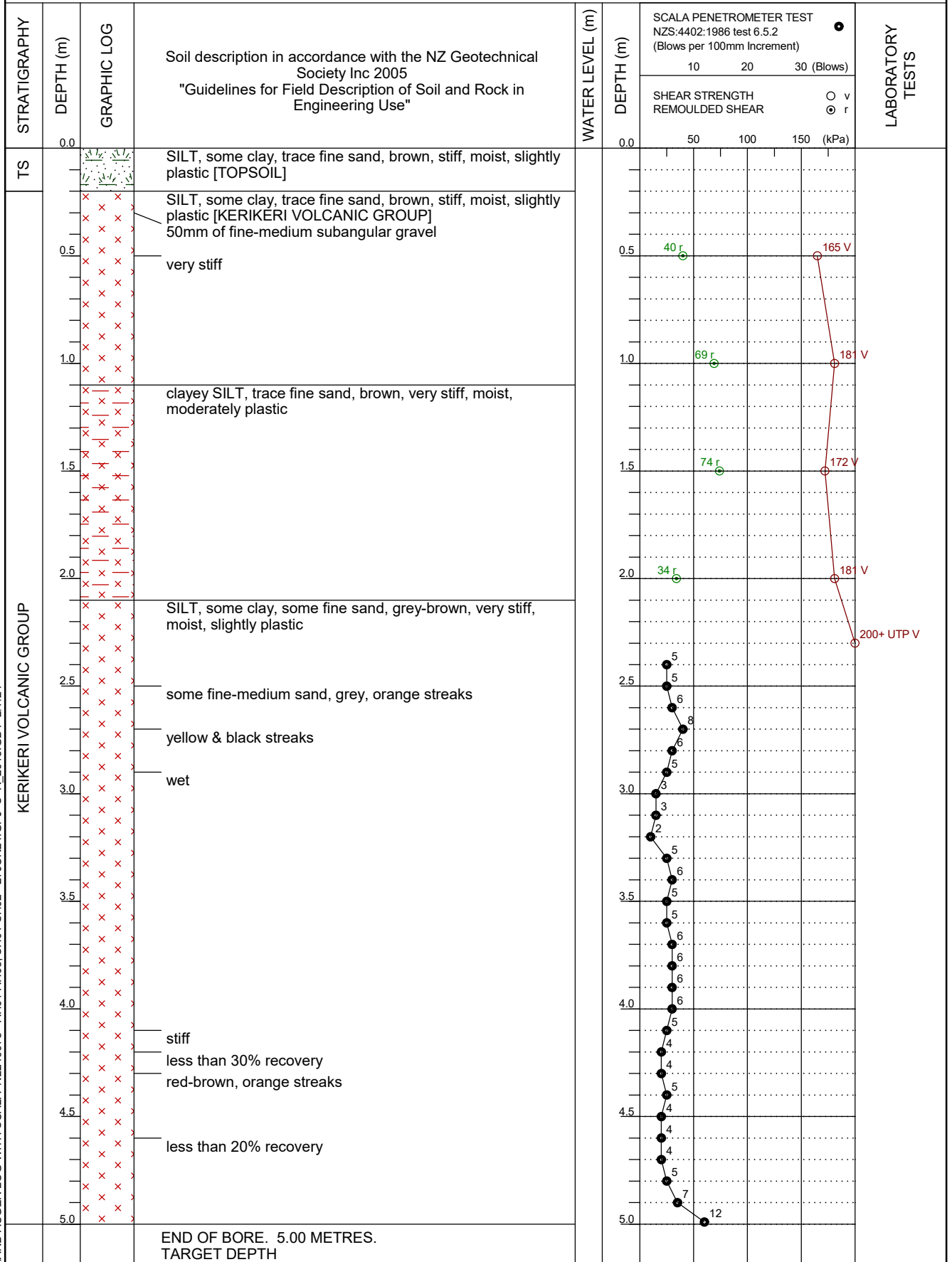
Drill Type: 50mm HANDAUGER Project No: NL240078 Logged By: HHe
 Drilled By: HHe Coordinates: Shear Vane No - Calibration Date: GEO3565 - 5/07/2023
 Date Started: 27/6/24 Ground Elevation: Surface Conditions: NEAR LEVEL, GRASS
 Date Finished: 27/6/24 Water Level: GROUNDWATER NOT ENCOUNTERED

HAND AUGER LOG WITH SCALA NL240078 - AH01-AH05. SH01-SH02 - 27JUN24.GPJ. S+R. 2013.GDT. 2/7/24



Drill Type: 50mm HANDAUGER	Project No: NL240078	Logged By: HHe
Drilled By: HHe	Coordinates:	Shear Vane No - Calibration Date: GEO3565 - 5/07/2023
Date Started: 27/6/24	Ground Elevation:	Surface Conditions: NEAR LEVEL, GRASS
Date Finished: 27/6/24	Water Level: GROUNDWATER NOT ENCOUNTERED	

HAND AUGER LOG WITH SCALA NL240078 - AH01-AH05. SH01-SH02 - 27 JUN24 GPJ. S+R. 2013. GDT. 2/7/24

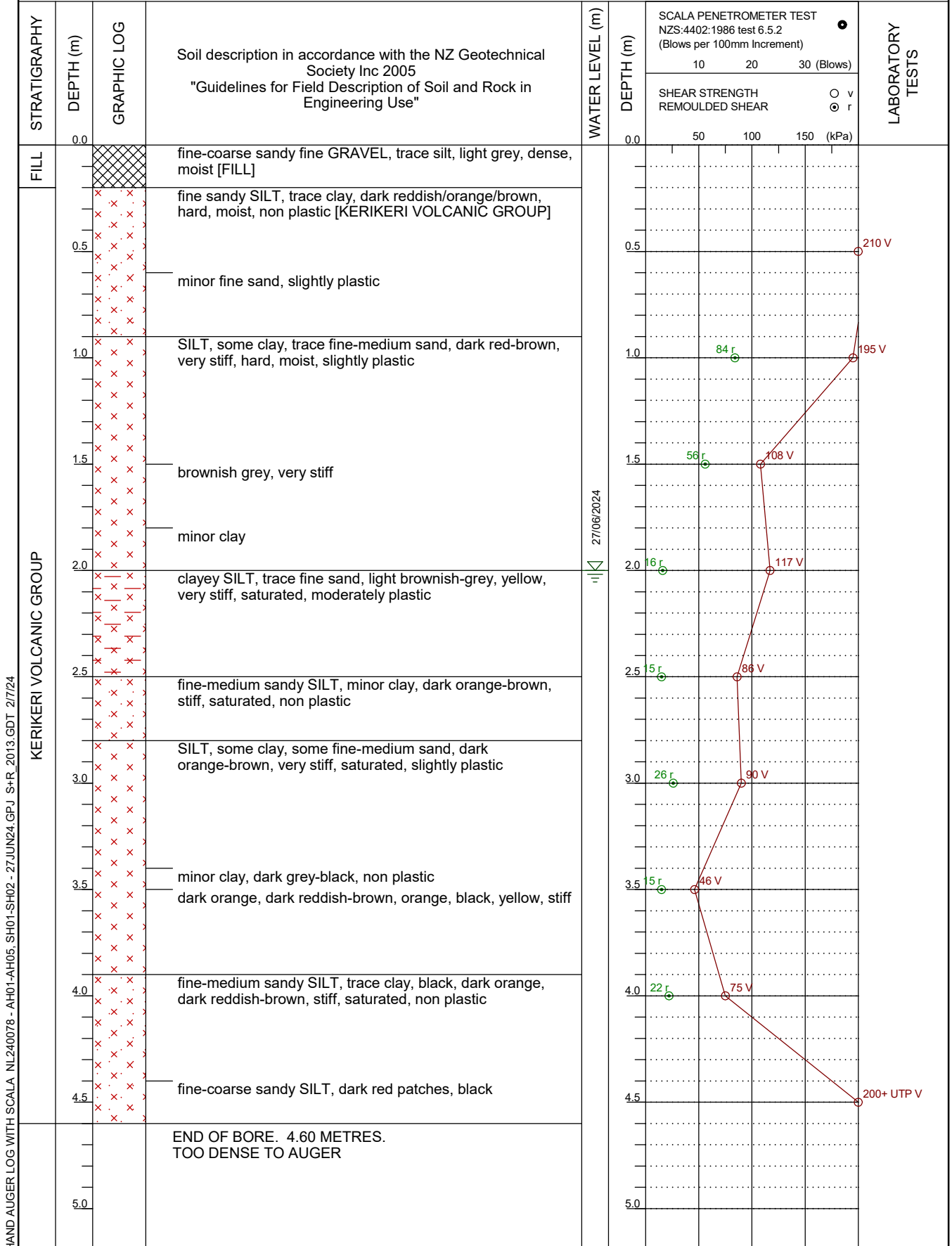




CLIENT: Gemscott Eleven Ltd.
PROJECT: 12-16 Mangakahia Road, Kaikohe

Auger Hole No: AH03
Sheet 1 of 1

Drill Type: 50mm HANDAUGER Project No: NL240078 Logged By: RH
 Drilled By: RH Coordinates: Shear Vane No - Calibration Date: GEO3563 - 5/07/2023
 Date Started: 27/6/24 Ground Elevation: Surface Conditions: NEAR LEVEL, GRASS
 Date Finished: 27/6/24 Water Level: 2.00m 27/06/2024



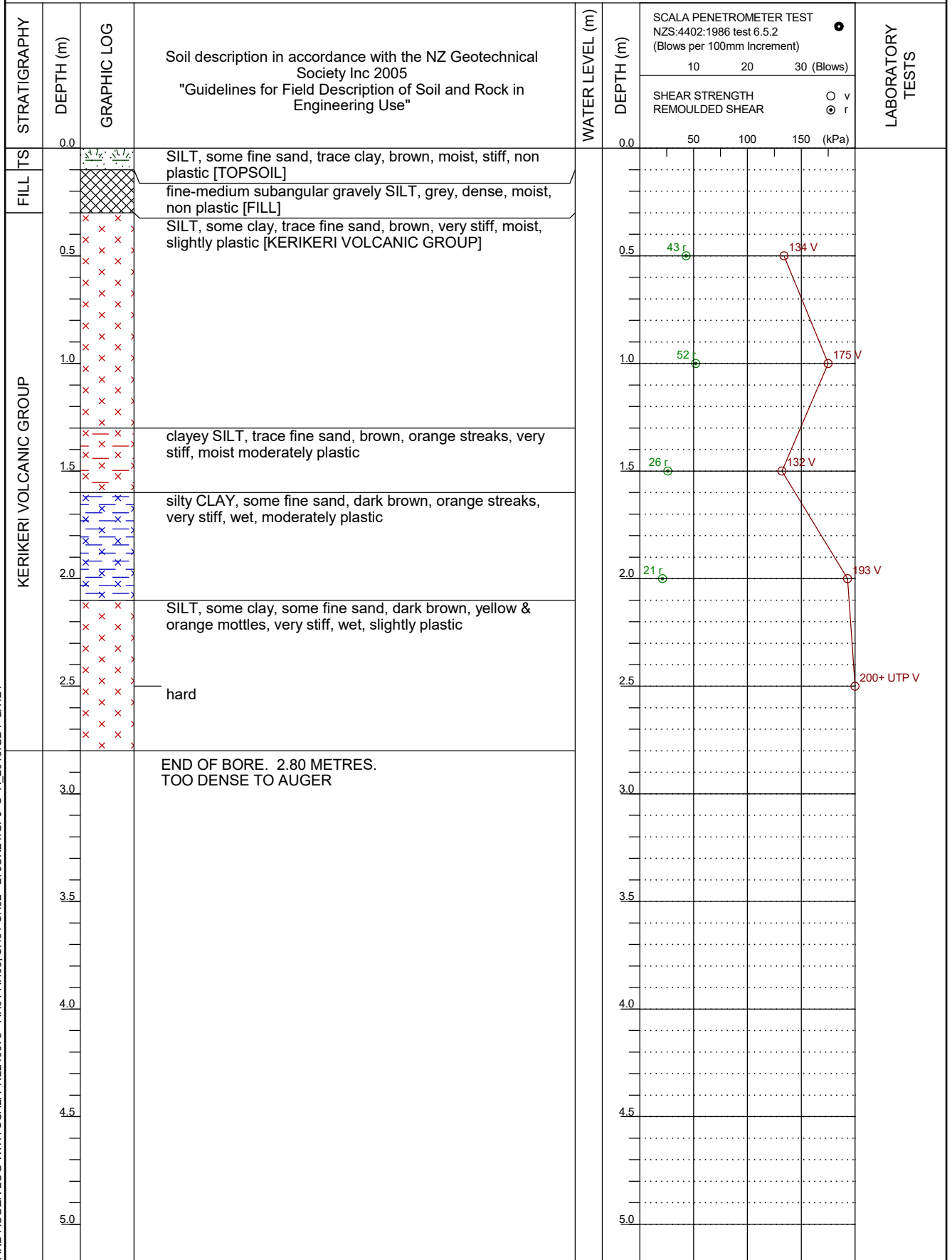
HAND AUGER LOG WITH SCALA NL240078 - AH01-AH05. SH01-SH02 - 27JUN24.GPJ. S+R. 2013.GDT. 2/7/24



CLIENT: Gemscott Eleven Ltd.
PROJECT: 12-16 Mangakahia Road, Kaikohe

Auger Hole No: AH04
Sheet 1 of 1

Drill Type: 50mm HANDAUGER Project No: NL240078 Logged By: HHe
 Drilled By: HHe Coordinates: Shear Vane No - Calibration Date: GEO3565 - 5/07/2023
 Date Started: 27/6/24 Ground Elevation: Surface Conditions: NEAR LEVEL, GRASS
 Date Finished: 27/6/24 Water Level: GROUNDWATER NOT ENCOUNTERED



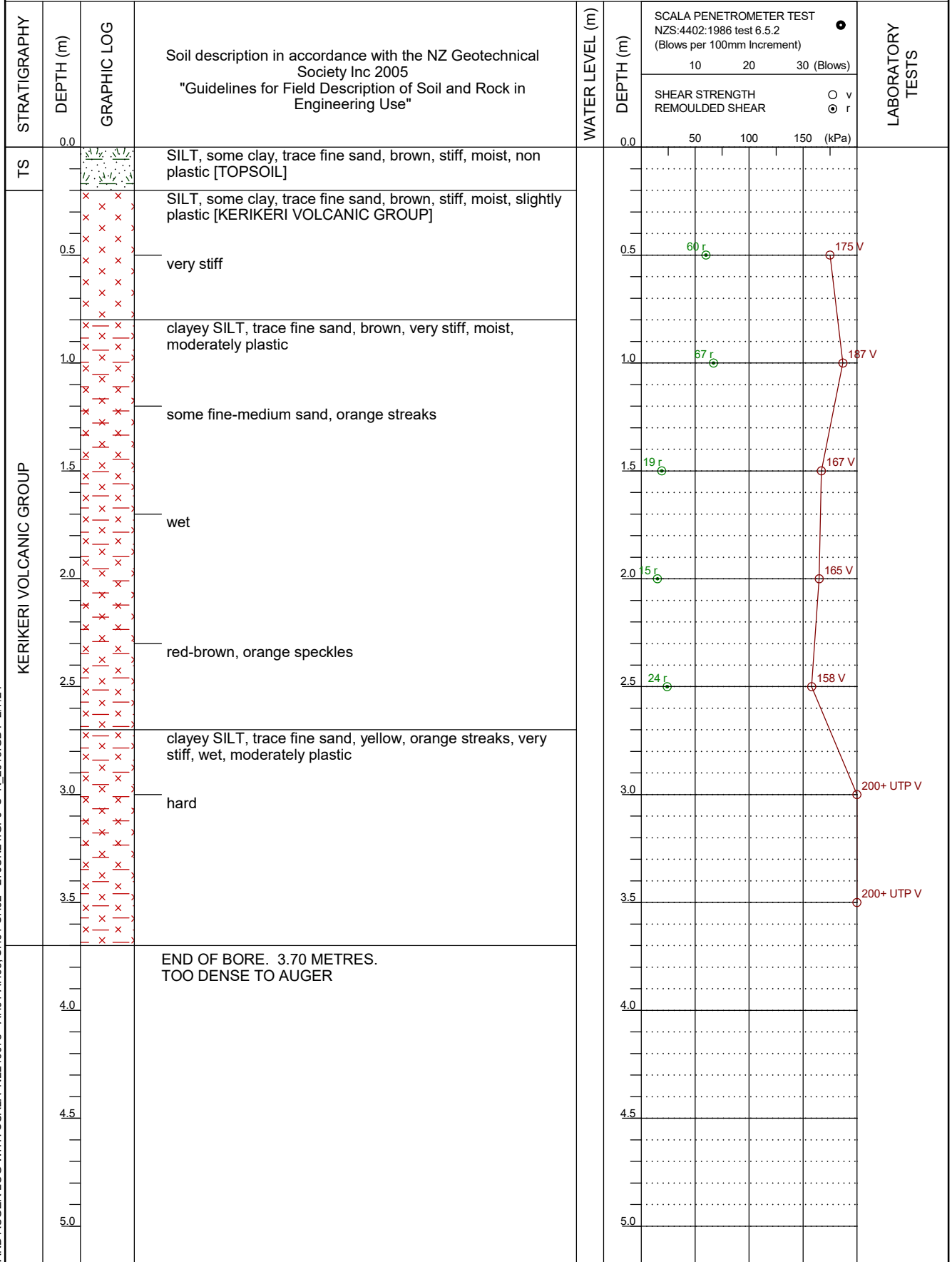
HAND AUGER LOG WITH SCALA NL240078 - AH01-AH05. SH01-SH02 - 27 JUN24 GPJ. S+R. 2013. GDT. 2/7/24



CLIENT: Gemscott Eleven Ltd.
PROJECT: 12-16 Mangakahia Road, Kaikohe

Auger Hole No: AH05
Sheet 1 of 1

Drill Type: 50mm HANDAUGER Project No: NL240078 Logged By: HHe
 Drilled By: HHe Coordinates: Shear Vane No - Calibration Date: GEO3565 - 5/07/2023
 Date Started: 27/6/24 Ground Elevation: Surface Conditions: NEAR LEVEL, GRASS
 Date Finished: 27/6/24 Water Level: GROUNDWATER NOT ENCOUNTERED



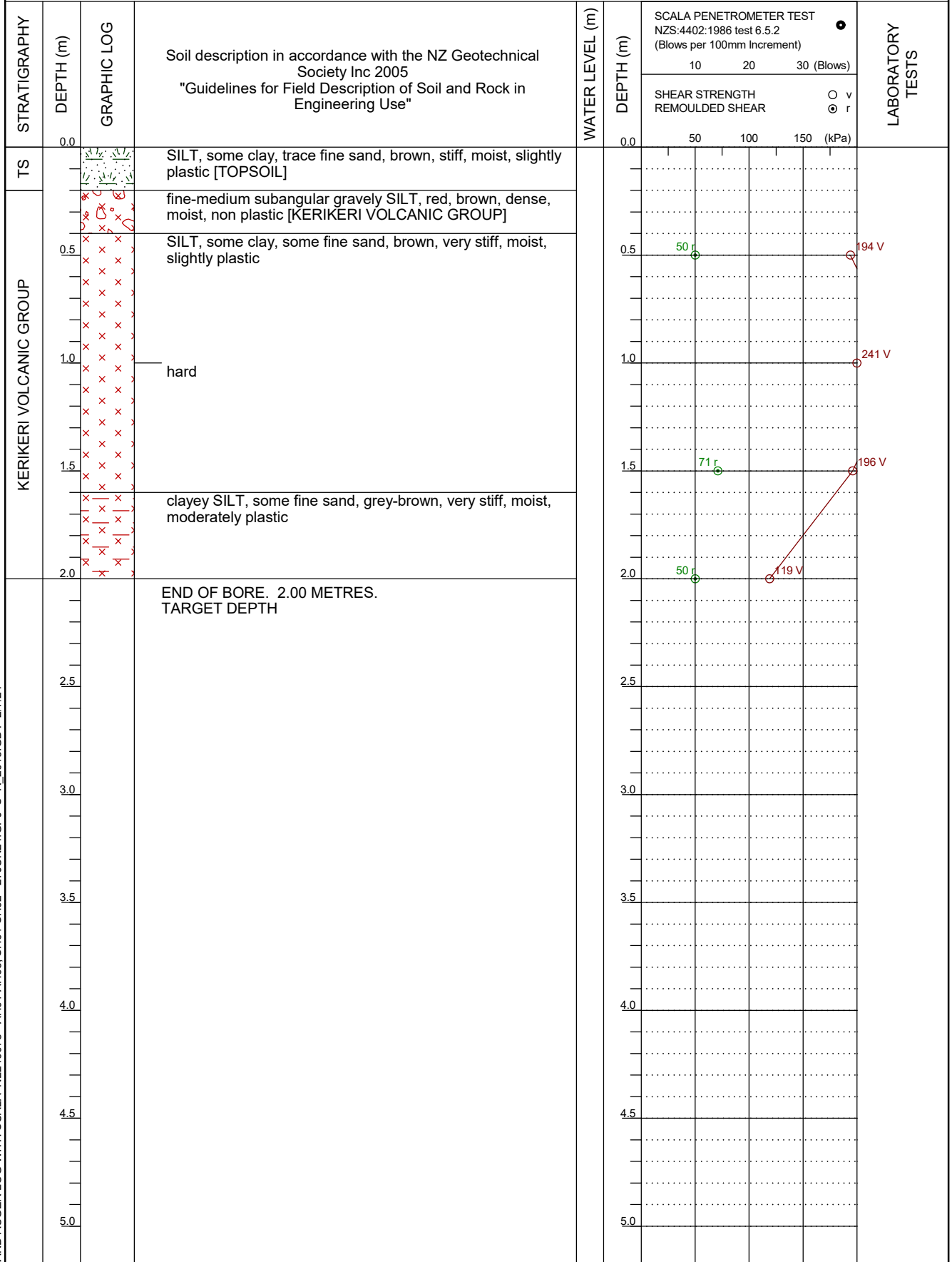
HAND AUGER LOG WITH SCALA NL240078 - AH01-AH05. SH01-SH02 - 27 JUN 24. GPJ. S+R. 2013. GDT. 2/7/24



CLIENT: Gemscott Eleven Ltd.
PROJECT: 12-16 Mangakahia Road, Kaikohe

Auger Hole No: SH01
Sheet 1 of 1

Drill Type: 100mm HANDAUGER Project No: NL240078 Logged By: HHe
 Drilled By: HHe Coordinates: Shear Vane No - Calibration Date: GEO3565 - 5/07/2023
 Date Started: 27/6/24 Ground Elevation: Surface Conditions: NEAR LEVEL, GRASS
 Date Finished: 27/6/24 Water Level: GROUNDWATER NOT ENCOUNTERED



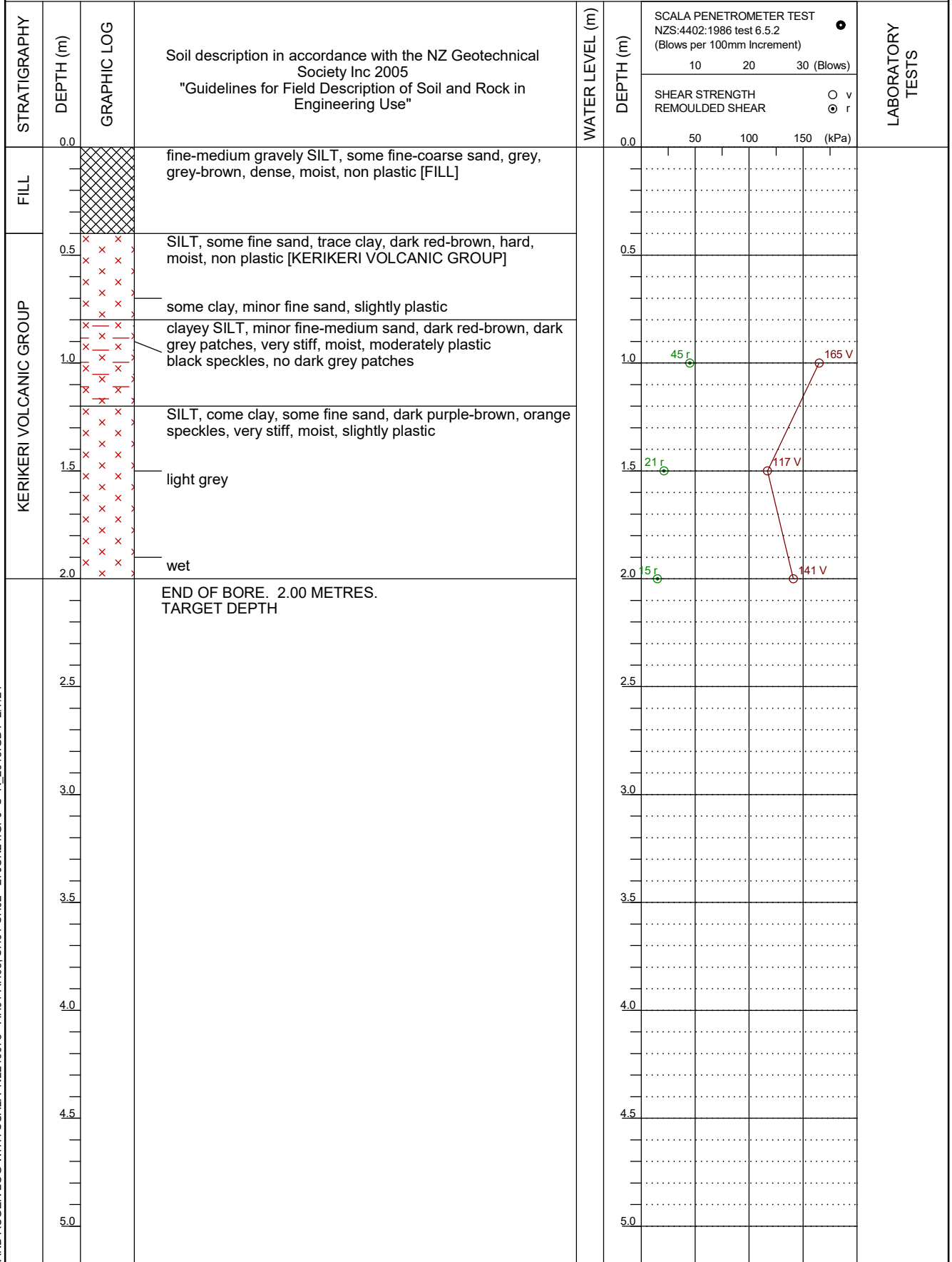
HAND AUGER LOG WITH SCALA NL240078 - AH01-AH05 SH01-SH02 - 27 JUN 24 GPJ S+R 2013.GDT 2/7/24



CLIENT: Gemscott Eleven Ltd.
PROJECT: 12-16 Mangakahia Road, Kaikohe

Auger Hole No: SH02
Sheet 1 of 1

Drill Type: 100mm HANDAUGER Project No: NL240078 Logged By: RH
 Drilled By: RH Coordinates: Shear Vane No - Calibration Date: GEO3563 - 5/07/2023
 Date Started: 27/6/24 Ground Elevation: Surface Conditions: NEAR LEVEL, GRASS
 Date Finished: 27/6/24 Water Level: GROUNDWATER NOT ENCOUNTERED



HAND AUGER LOG WITH SCALA NL240078 - AH01-AH05. SH01-SH02 - 27 JUN24 GPJ. S+R. 2013. GDT. 2/7/24

SCALA PENETROMETER SHEET - TABLE OF BLOWS PER INCREMENT

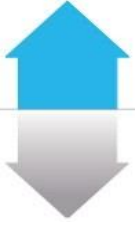
JOB NO: NL240078

TESTED BY: HHE, RH

JOB NAME: 12-16 Mangakahia Road, Kaikohe

DATE: 27-Jun-24

Depth of Penetration [mm]	AH01	AH02	AH03	AH04	AH05	Con't						
DEPTH START [m] →	4.60	5.00	4.60	2.80	3.75	5.75						
50 mm	15	6	20+	4	6	2						
100	20+	11		20+	10	1						
150		20+			8	4						
200					2	20+						
250					0.5							
300					0.5							
350					0.25							
400					0.25							
450					0.25							
500					0.25							
550					0.33							
600					0.33							
650					0.33							
700					0.33							
750					0.25							
800					0.25							
850					0.25							
900					0.25							
950					2							
1000					2							
1050					3							
1100					4							
1150					0.5							
1200					0.5							
1250					1							
1300					1							
1350					1							
1400					1							
1450					1							
1500					1							
1550					2							
1600					1							
1650					2							
1700					1							
1750					1							
1800					2							
1850					1							
1900					1							
1950					2							
2000					1							
DEPTH END [m] →	4.70	5.15	4.65	2.90	5.75	5.95						



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Appendix C

Basalt Engineering Commentary

Geotechnical

Environmental

Stormwater

Hydrogeology

Basalt Engineering

Basalt subgrades have a particular set of design and construction characteristics. Hazards/difficulties associated with a basaltic subgrade include the following:

- When located under a layer of surface soil or manmade deposits Large variations in depth to the deposit over short horizontal distances should be expected
- There is no predictable pattern in that variation
- The material may range from loose to tightly-bound cobbles/boulders to intact lava flows. In each case, the material is generally difficult to excavate and can require specialist plant and techniques, ranging from larger excavators fitted with rock buckets to heavy-duty rock breaking plant to explosives, although there are severe restrictions on the use of explosives in most areas. 'Ripping' trials may be required to determine the type of plant required.
- Voids are frequently present ranging in size from cracks to caverns of several metres dimension.
- Basalt flows are frequently episodic and so each basalt layer may be interlaid with weaker material, e.g. ash, welded tuff, scoria or even organic soil deposits.
- Where basalt flows are continuous over considerable depth columnar jointing can be encountered in the absence of horizontal rock defects.
- The lava flows can be thin, overlying weak alluvium. This cannot be determined without intrusive proof drilling
- Foundation designs must consider differential performance as a result of the variable depth to basalt. i.e. transitions from a deeper weathered soil subgrade to shallow basalt are common.
- Strip and pad foundations can be difficult to prepare as the subgrade is frequently a matrix of fine grained soils within fine to coarse gravels. Excavation and cleaning are difficult.
- Pile foundations require specialist drilling techniques, ranging from core drilling to percussion drilling There are a limited number of specialist contractors and a limited pool of equipment available for piling in basalt. Piles sizes are currently limited to 600mm and 800mm diameter with equipment available.
- Construction risk for contractors can involve unstable pile excavations which result in equipment being jammed or even lost in the excavation.
- Proof drilling at the time of foundation preparation is a requirement. For larger commercial projects that drilling can be carried out prior to construction to assist with budgeting, although it must be emphasized even with proof drilling there remains some construction/cost risk
- Voids may require filling. Grouting is generally of limited use in basalts because of long available flowpaths which require large volumes of relatively mobile grout to fill. Experienced contractors have developed methods of concrete-filling voids as they are encountered. This has proven to be more effective and economic than grouting. Considerable volumes of concrete or grout can be consumed.
- Site soil class for the application of NZS 1170.5:2004 is often dependent on the material underlying the basalt flow (Class A or B should not be assumed to apply without geotechnical confirmation)
- Available bearing capacities in basalt rock will be governed by the rock defects rather than the intact strength of the rock.

Examples of Basalt Subgrade Construction



Heavy Duty Rock Breaking to Install Public Services





Highly Variable Basalt Surface



Planning | Surveying | Engineering | Environmental

A24056–12-16 Mangakahia Road
Transportation Assessment Report

Document Control

CKL Reference	A24056
Filename:	A24056-TR-ITA-12-16 Mangakahia.docx
Site Location:	12-16 Mangakahia Road, Kaikohe
Author:	Andrew Noh Transportation Engineer 
Authorised By:	Michael Hall Transportation Engineering Manager 
Revision No.	1
Document Status:	Approved
Date:	12 September 2024

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1 Introduction

CKL has been engaged by Gemscott Kaikohe Limited to provide a transportation assessment for a proposed residential development located at 12 to 16 Mangakahia Road in Kaikohe. The proposal comprises 13 new residential dwellings. Of these, nine units will have three bedrooms and the remaining four units will have two bedrooms.

This report addresses the transportation matters of the proposal and includes the following:

- Levels of vehicular traffic likely to be generated by the proposed residential dwellings;
- Associated effects on the performance and safety of the surrounding road network;
- Adequacy and function of the parking and access provisions; and
- Consideration of the transportation related provisions within the Far North District Council District Plan (District Plan).

These and other matters will be addressed in the detail of the report that follows. By way of summary, it is concluded that the proposed development can be established such that there will be less than minor effects to the function, capacity and safety of the surrounding transportation network.

2 Existing Environment

2.1 Site Location

Figure 1 is an aerial photograph with the subject site at 12 to 16 Mangakahia Road highlighted in yellow. The aerial image is sourced from Grip Maps.



FIGURE 1: AERIAL PHOTOGRAPH OF SITE

The site is located in Kaikohe which is within the jurisdiction of the Far North District Council. The site is located in the residential zone as stipulated within the District Plan. The site is currently occupied by an office activity with two buildings and a carparking area with approximately 30 parking spaces and gains access to Mangakahia Road via two existing vehicle crossings. It is understood that both existing buildings and vehicle crossings are to be removed as part of the proposal.

From the site, Kaikohe East School is located approximately 260m to the south. Z gas station is located approximately 160m to the north with Mobil gas station just 100m east of Z gas station. There are various retail/food outlets located along Broadway to the north such as Pizza Hut, Liquorland, Unichem and Thai Takeaway. It is understood that the Bunnings store north of the site has recently closed.

2.2 Road Network

Figure 2 portrays the site outlined in blue in the context of the wider road network.

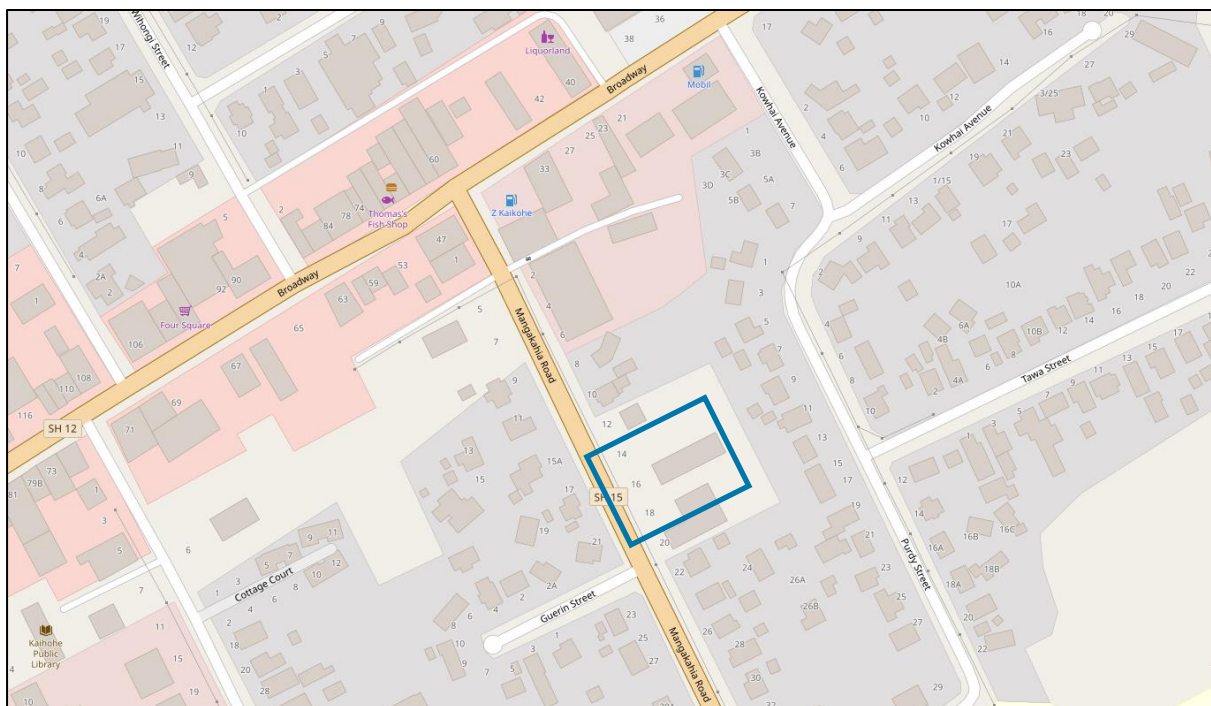


FIGURE 2: SURROUNDING ROAD NETWORK

The site has frontage to Mangakahia Road, also known as State Highway 15, and runs north-south through the middle of Northland. Adjacent to the site, Mangakahia Road comprises a two-way, two-lane carriageway. The posted speed limit is 50km/h however there is a school speed zone just south of the site where the speed limit reduces to 30km/h during pick-up and drop-off times. On-street parking is generally permitted on both sides of the road except near the change in speed limit where there are additional No Stopping At All Times (NSAAT) road markings which cover the site frontage to emphasise the speed limit change.

2.3 Public Transport

Three bus services are available 80m north of the site at 3 Mangakahia Road at the Kaikohe Bus Company. The bus services operate twice a day on Tuesdays and Thursdays:

- Number 1 bus service – Omapere/Opononi to Kaikohe (Departs at 9:55am and arrives at 2:15pm)
- Number 2 bus service – Kaikohe to Kerikeri/Waipapa (Departs at 10am and arrives at 2:15pm)
- Number 3 bus service – Kaikohe to Waipapa via Waitangi (Departs at 10am and arrives at 3:25pm)

2.4 Walking and Cycling

Footpaths are provided on both sides of Mangakahia Road which connect with the pedestrian paths within the urban area. The site receives a ‘somewhat walkable’ score of 55/100 from the Walkscore® website, reflecting that most errands can be undertaken on foot. Figure 3 below shows the generated 20-minute walking catchment from the site.

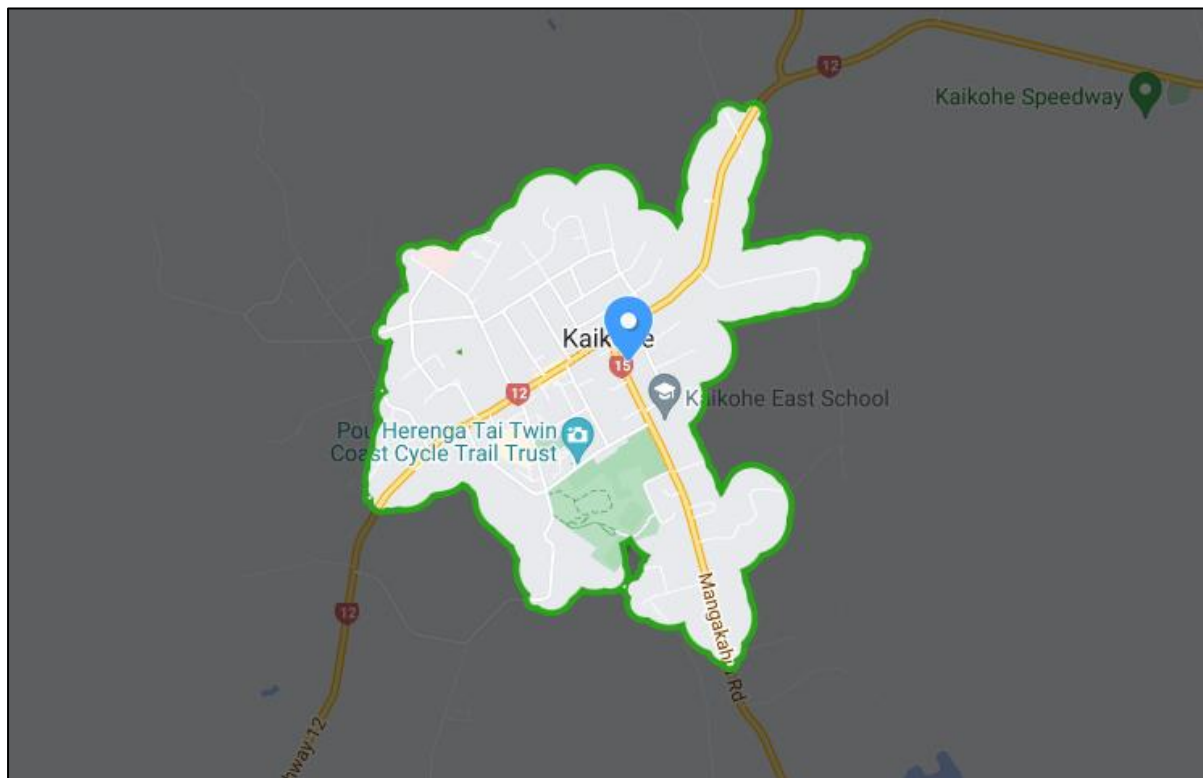


FIGURE 3: 20-MINUTE WALKING CATCHMENT

There is no cycling infrastructure within the vicinity of the site. Cyclists are expected to share the road with other vehicles.

2.5 Traffic Volumes

Traffic volumes for Mangakahia Road have been extracted from the NZTA TMS database. The nearest count site is located approximately 900m south of the site and is considered to reasonably reflect traffic volumes past the subject site. Table 1 below summarises the existing traffic volumes.

TABLE 1: EXISTING TRAFFIC VOLUMES

Road	Location	AM Peak (vph)	PM Peak (vph)	Daily (vpd)
Mangakahia Road	South of Penney Cres	251	243	2,663

2.6 Road Safety

2.6.1 CAS Analysis

A search was made of the NZTA Crash Analysis System (CAS) for all reported crashes that had occurred within 50m of the site frontage and to the north on Mangakahia Road up to and including the State Highway 12 / Mangakahia Road intersection over the last five-year period 2019 – 2024 to date. The search found that eight crashes had been identified within the study area as shown in Figure 4 below. Of the eight

crashes, two resulted in serious injuries, two resulted in minor injuries and the remaining four resulted in property damage only.

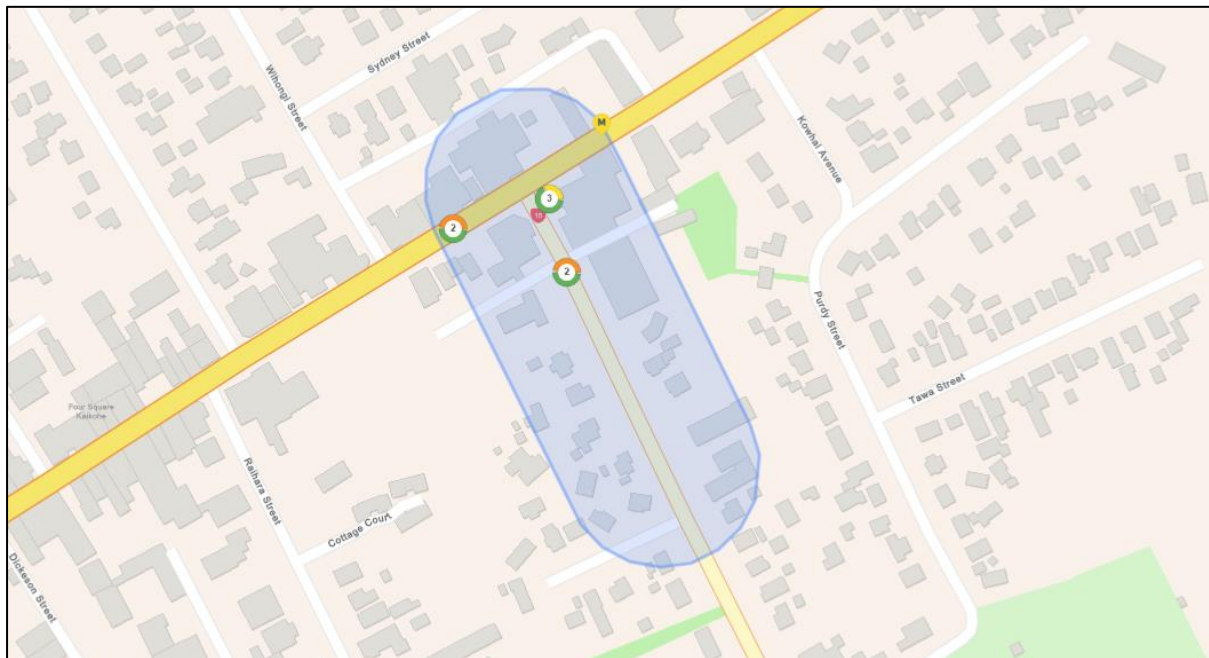


FIGURE 4: ROAD SAFETY RECORD

Table 2 below outlines the crash description of all eight identified crashes.

TABLE 2: CRASH DESCRIPTION

Location	Severity				Description and Factors
	F	S	M	N	
Mangakahia Road (north of site)		1		3	<ul style="list-style-type: none"> The crash resulting in serious injuries was due to a vehicle carrying out a U-turn causing a collision with an inexperienced and unlicensed motorcyclist that did not have its headlights on. A non-injury crash was caused due to a road rage incident where a truck pulled in front of another truck causing a collision. A non-injury collision occurred where an intoxicated driver who was also disqualified from driving overcorrected and turning into a building. A non-injury collision occurred where a vehicle turning right onto Mangakahia from Broadway was hit by a vehicle waiting at the intersection on Mangakahia who drove forward at the same time.
Broadway (east of Mangakahia Road)			2		<ul style="list-style-type: none"> A crash resulting in minor injuries was due to a pedestrian who went to cross the road and was hit by a vehicle towing timber on a trailer. A minor-injury crash was due to a stopped motorcyclist driving off from a police officer and causing the rear wheel to impact the police officer's legs.
Broadway (west of Mangakahia Road)		1		1	<ul style="list-style-type: none"> A crash resulting in serious injuries was due to a motorcyclist, who had been previously forbidden to drive any motorbike, speeding on Broadway before colliding with a U-turning vehicle. The motorcyclist had been seen doing wheelies as he travelled down the road. A non-injury crash occurred where a vehicle failed to give way to an eastbound vehicle on Broadway, pulling out in front and causing a collision.
TOTAL	0	2	2	4	

Overall, no crashes were reported that involved the subject site. It is noted that both crashes resulting in serious injuries were related to people who were unlicensed or prohibited from driving. No specific road related factors have been identified in the existing crash history.

2.6.2 MegaMaps Analysis

The Waka Kotahi MegaMaps database has been used to identify both the collective and personal risk ratings for the roads described above.

- Collective risk is the measure of how likely a crash is to happen along a given stretch of road network.
- Personal risk relates to the chance that if a crash does occur that it involves a given individual. It is not unusual to see higher personal risks on a road, particularly when there are low traffic numbers.

Table 3 below shows a summary of the MegaMaps Risk Ratings for surrounding roads.

TABLE 3: MEGAMAPS RISK RATINGS

Road	Location	Collective Risk	Personal Risk
Mangakahia Road	Between site and Broadway	Low / Medium	Medium
Mangakahia Road	Between site and Purdy Street	Low	Low

The associated low collective and personal risk ratings south of the site align with the observed crash record in the vicinity of the site.

The low/medium collective and medium personal risk ratings north of the site aligns with the observed crash record in the vicinity of the site. The identified serious injury crashes were related to people who should not have been operating vehicles, with no factors identified that were related to the design of the road transport corridor.

2.7 Committed Environmental Change

There are no known developments or roading upgrades that are committed that would have a noticeable impact on traffic patterns across the frontage of the site.

3 Proposal

It is proposed to develop the site at 12 to 16 Mangakahia Road into 13 residential dwellings. Of these, nine will have three bedrooms and the remaining four will have two bedrooms. The proposed development layout can be seen in Figure 5 below.



FIGURE 5: PROPOSED DEVELOPMENT LAYOUT

One shared access is proposed to serve all 13 dwellings. A total of 22 parking spaces are proposed. Of these, the three-bedroom dwellings will have two parking spaces each while the two-bedroom dwellings will have one parking space each.

4 Traffic Effects

The NZTA Planning Policy Manual Appendix 5B – *Accessway standards and guidelines* (PPM) has been used to determine the expected trips generated by the proposed residential development. The dwelling house is considered to best represent the proposal. The PPM provides a rate of 1.2 vehicles per hour (vph)/dwelling and 10.4 vehicles per day (vpd)/dwelling for the peak hour and daily trip generation rates respectively. With 13 dwellings, this equates to 16vph and 135vpd.

A single lane typically supports over 1,000vph. Given that Mangakahia Road provides some 430vph in the peak hour, the addition of up to 16vph is still well within the typical carrying capacity of the road, and as such, is not expected to result in adverse material effects on the surrounding road network.

The District Plan has Traffic Intensity Factors (TIF) and maximum thresholds for each activity. Standard Residential Units have a TIF of 10 per dwelling. With 13 dwellings, this equates to a TIF of 130. The District Plan states that activities in the residential zone with a TIF more than 40 are Discretionary Activities.

It should be noted that the existing activity on the site is an office. Aerial imagery suggests that the existing office hosts at least 30 vehicles. It is reasonable to expect all these vehicles to arrive or depart within an hour before and after the working day. This equates to the existing office activity providing an expected trip generation of 30 vehicles in the peak hour. This is close to double the trip movements expected from the proposed development. Hence the proposal is likely to result in a reduction to trips on the adjacent road network.

Overall, the proposed residential development is not expected to result in adverse material effects on the surrounding road network.

5 Access Effects

5.1 Location

One shared access fronting Mangakahia Road is proposed to serve the site. Consultation was undertaken on 1 August 2024 with the Far North District Council (FNDC) and NZTA. It was noted by NZTA that given the low speed and urban environment, the proposed accessway standards fronting a State Highway will be assessed against the District Plan and not the PPM.

Rule 15.1.6C.1.1(e)(i) of the District Plan specifies accessways shall not be permitted onto a State Highway. The proposed accessway adjoins Mangakahia Road which is also a State Highway and does not satisfy the rule. The site has no other road frontage available and the proposal reduces the number of accessways fronting Mangakahia Road which is an improvement to the existing site layout. As such, the proposed accessway fronting a State Highway is not expected to have material effects on the existing road safety record.

5.2 Number

Rule 15.1.6C.1.4 of the District Plan specifies no more than two vehicle accesses over a footpath serving a site. There is only one proposed accessway serving the site, which satisfies the rule.

Rule 15.1.6C.1.1(d) of the District Plan specifies accessway can serve up to a maximum of eight household equivalents and any accessway serving nine or more households shall be a public road. The proposed 13 residential dwellings exceed the maximum household equivalent of an accessway and is therefore technically required to be provided by way of public road. However, a public road would require a loss of multiple units at which point it would be below the threshold of when a public road is required. The accessway only serves the one site and enables an efficient use of land rather than having to create multiple accesses to the road. This also reduces the number of potential vehicle conflict points which is beneficial for road safety. Given that the accessway is still able to cater for two-way movement and also has separate pedestrian provisions, the proposed accessway arrangements are able to provide the same level of service as a public road.

5.3 Separation

Rule 15.1.6C.1.1(e)(ii) of the District Plan specifies a minimum separation distance of 90m between an accessway fronting an arterial and an intersecting arterial road. The proposed accessway provides over 160m of separation distance to the State Highway 12 (SH12) / Mangakahia Road intersection, which satisfies the rule.

Rule 15.1.6C.1.1(e)(iii) of the District Plan specifies a minimum separation distance of 30m between an accessway fronting an arterial road and an intersecting local road. The proposed accessway provides over 40m of separation distance to the Guerin Street / Mangakahia Road intersection, which satisfies the rule.

The proposal is therefore compliant with the separation standards of the District Plan.

5.4 Width

Rule 15.1.6C.1.2(a) of the District Plan specifies a minimum accessway width of 5m for accessways within all urban zones. Appendix 3B-1 – *Standards for Private Access* of the District Plan also specifies the same

minimum accessway width of 5m. Rule 15.1.6C.1.4(b) of the District Plan specifies a maximum accessway width of 6m for accessways over a footpath. The proposed accessway provides a width of 5.5m which satisfies the above rule.

5.5 Gradient

Rule 15.1.6C.1.1 of the District Plan specifies a maximum accessway gradient of 12.5% from the road boundary to 5m into the site. The site is relatively flat and does not exceed a grade of 12.5%, which satisfies the rule.

5.6 Visibility

No visibility standards are within the District Plan. The NZTA standard *RTS6 Guidelines for visibility at driveways* (RTS6) has been used to assess whether the proposed accessway provides sufficient sight distances to ensure adequate road safety between residents and other road users. Table 1 – *Sight distances* of RTS6 specifies a minimum sight distance of 115m for accessways generating less than 200vpd which front an arterial road with an operating speed of 60km/h. The proposed accessway provides over 150m of visibility to both directions of Mangakahia Road, which satisfies the RTS6 standards. It should be noted that the existing road markings on either side of the proposed access prevent on-street parking and therefore ensure that parked vehicles would not be affected by parked vehicles.

5.7 Pedestrians

Rule 15.1.6C.1.10 of the District Plan specifies any pedestrian accessway to align with the standards set out in the Council's "*Engineering Standards and Guidelines*" (Council Engineering Guidelines). Section 3.3.12.1 of the Council Engineering Guidelines specifies a minimum footpath width of 1.5m. The proposed footpath arrangements within the site provide a width of 1.2m which does not satisfy the rule. It should be noted that Section 6 of the New Zealand Standards – *Design for Access and Mobility* (NZS 4121) specifies a minimum footpath width of 1.2m, and as such, the proposed 1.2m footpath width is considered to be suitable for the proposed development.

6 Parking Effects

6.1 General Car Parking Provision

A total of 22 parking spaces are proposed. Of these, the three-bedroom dwellings will have two parking spaces each while the two-bedroom dwellings will have one parking space each.

Appendix 3C – *Parking Spaces Required* of the District Plan requires Standard Residential Units to have two parking spaces each. The proposal provides 13 residential dwellings and is therefore required to provide at least 26 parking spaces. A total of 22 parking spaces are proposed and the shortfall of four parking spaces does not satisfy the rule.

Section 5.4.2 of the RMS Guide recommends a minimum of one parking space for each unit, plus an additional one space per each 5 × 2-bedroom unit or part thereof, plus an additional one space per each 2 × 3-bedroom unit or part thereof is recommended. Furthermore, an additional one space per each 5 units for visitor parking or part thereof is recommended. The proposal comprises 4 × 2 bedroom units and 9 × 3 bedroom units and is therefore expected to provide a parking demand of at least 22 parking spaces. The proposal provides 22 parking spaces and satisfies the recommended parking demands of the RMS Guide. Table 4 below summarising these results.

TABLE 4: PARKING DEMAND ASSESSMENT

Proposal	RMS Parking Demand Rate	Parking Demand
13 units	1 per unit	13
13 units	Additional 1 space per 5 units	3
4 units (2 bedrooms)	Additional 1 per 5 (2 bedrooms)	1
9 units (3 bedrooms)	Additional 1 per 2 (3 or more bedrooms)	5
Total		22

A review of the on-street parking arrangements was undertaken within 50m of the site along Mangakahia Road. To the south of the site, there are no on-street parking provisions as there are side hatchings provided where there is the change in speed limit associated with the school zone and also to the intersection with Guerin Street. To the north, there is capacity for approximately ten parking spaces within 50m of the site, five in the red area and 5 in the blue area as shown in Figure 6 below.



FIGURE 6: AVAILABLE ON-STREET PARKING SPACES WITHIN 50M OF SITE

It is noted that the red area above, while longer, does have a driveway in between, and as such, provides the same number of parking spaces as the blue area.

A review of historical Google aerial and street view imagery from the last 10-years was undertaken to identify the maximum overall demand within the red and blue areas mentioned above. An average parking demand in these areas was 2.3 vehicles with a maximum demand of 6 vehicles. A comparative analysis was also conducted to compare the red and blue areas to determine whether any users of overflow parking would be required to cross the roadway to access the site. The red area, being adjacent to the site would not require residents to cross the roadway, had an average parking demand of 1.3 vehicles and a maximum demand of 3 vehicles. Table 5 below summarises these findings with highlighted cells being the maximum in each column.

TABLE 5: SUMMARY OF EXISTING ON-STREET PARKING DEMAND

Source	Time	Red Area	Blue Area	Total Parking Demand
Streetview	May-23	1	2	3
	Jul-19	0	0	0
	Dec-18	3	2	5
	Feb-13	3	0	3
Aerial	Oct-23	2	1	3
	Mar-23	0	1	1
	May-22	1	1	2
	Apr-22	1	0	1
	Aug-20	1	0	1
	Sep-19	2	4	6
	Jan-19	0	0	0
	Oct-16	0	1	1
	Jan-16	2	1	3
	Sep-13	2	1	3
Average		1.3	1.0	2.3
Capacity		5	5	10

The proposal is expected to provide a parking demand of at least 22 parking spaces based on the RMS Guide. The proposed 22 parking spaces accommodates this expected parking demand and aligns with that derived from similar residential developments. In accordance with the District Plan, the proposal is technically short of four parking spaces. The existing on-street parking demand analysis undertaken above demonstrates that at least four parking spaces are available on-street and at least two parking spaces that are adjacent to the site.

The Google aerial and street view imagery was assessed during the middle of the day when residential parking demands are low and employment parking is high. Therefore, on-street parking demand is likely to be less overnight than what has been observed from historical imagery. It is noted however that additional parking further north of the site is available and is expected to become more available with the recent closure of Bunnings Warehouse located approximately 90m north of the site.

6.2 Parking Design

Appendix 3D – *Manoeuvring and Parking Space Dimensions* of the District Plan specifies 90-degree parking spaces to provide a minimum stall width of 2.5m, stall depth of 4.9m and manoeuvring space of 6.7m for

regular users. The proposal provides a stall width of at least 2.5m, stall depth of at least 5m and manoeuvring space of 6.7m which satisfies the rule.

A tracking assessment was undertaken as shown in Figure 7 shows a car accessing the car parking spaces. Figure 8 and Figure 9 are tracking of a Mercedes Sprinter (which is a St John Ambulance and used by some couriers). In all figures the red line represents the vehicle body and the blue lines represent a 0.3m buffer to ensure there is sufficient clearance to a wall/fence/vehicles.



FIGURE 7: B85 VEHICLE TRACKING INTO AND OUT OF PARKING SPACE

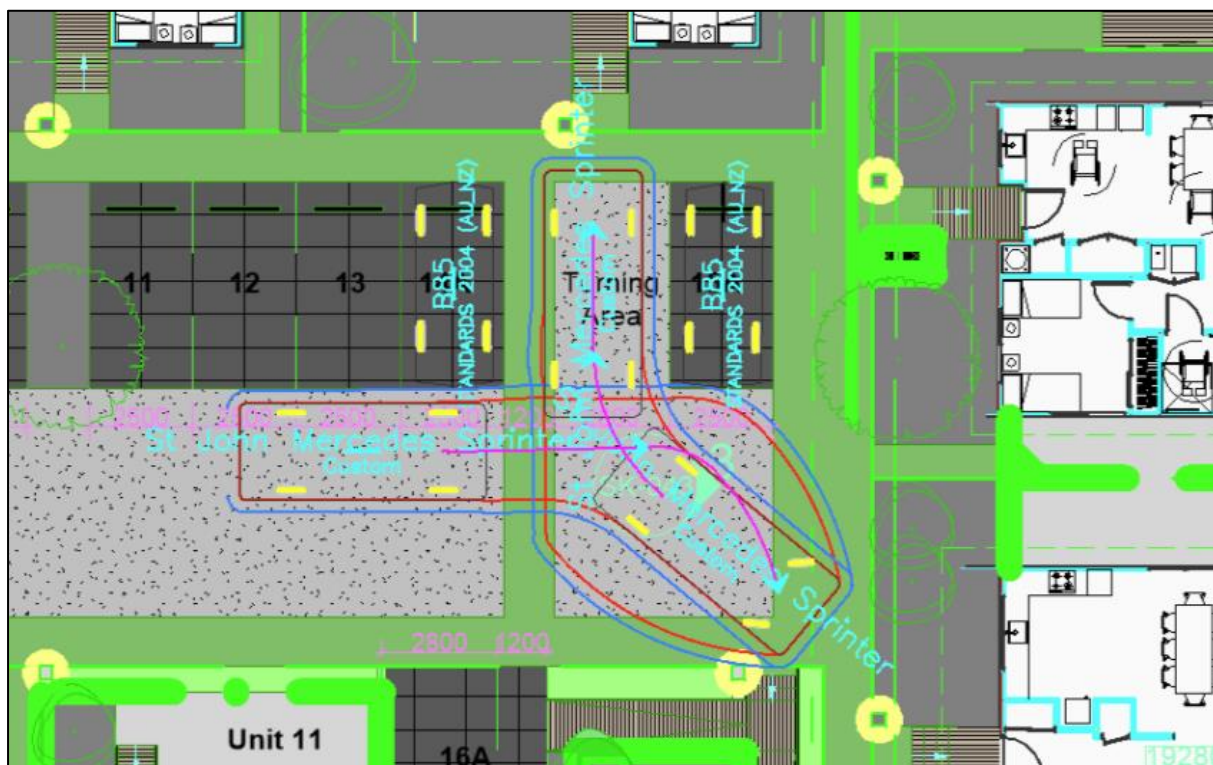


FIGURE 8: DELIVERY VEHICLE TRACKING INTO TURNING AREA

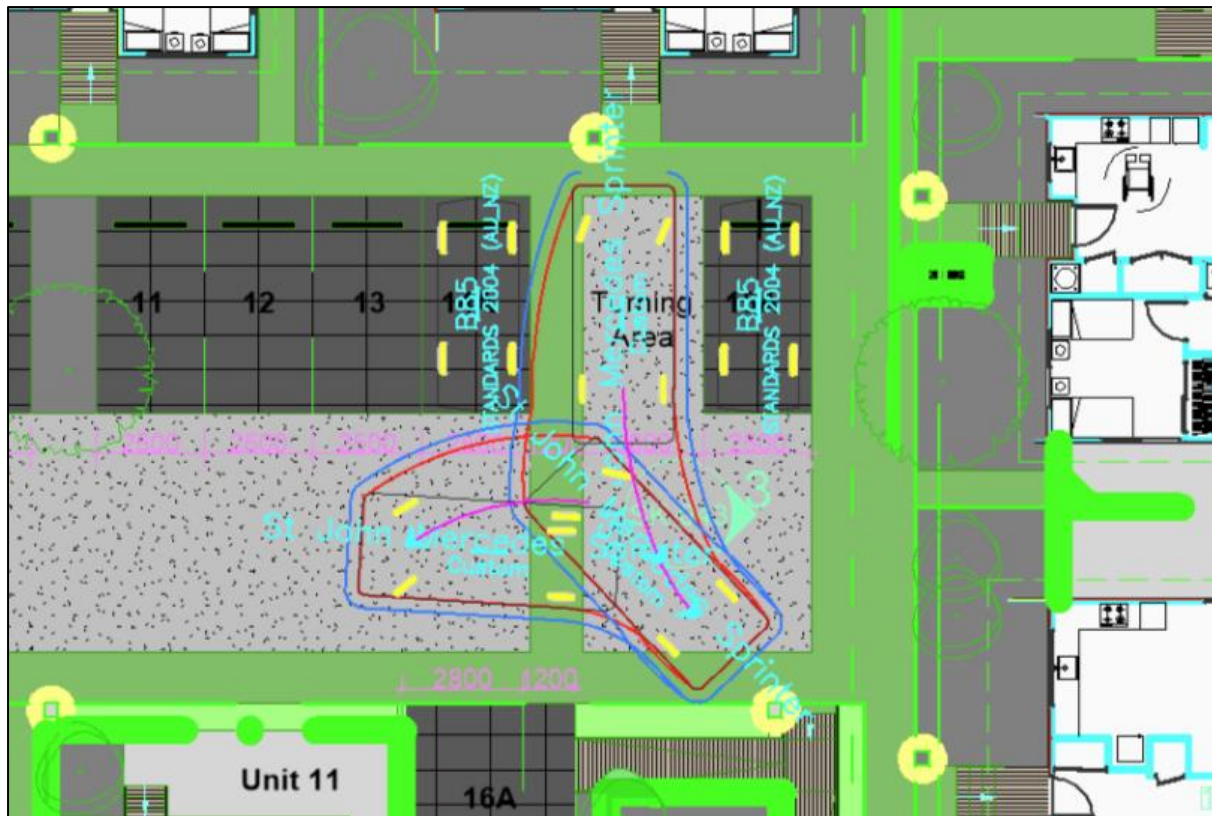


FIGURE 9: DELIVERY VEHICLE TRACKING OUT OF TURNING AREA

The tracking assessment undertaken demonstrates that a B85 vehicle is able to safely and efficiently enter and exit in a forward's direction. An ambulance or delivery vehicle is able to reverse park into the turning area and exit the site in a forward's direction. Reverse parking for delivery vehicles enables easy access from the rear of the vehicle to the footpath.

Consideration has been given to how pedestrians and vehicles may interact with each other within the parking area. It is noted that the JOAL and footpath arrangements within the site are flush and hence are traversable for vehicles. This is a common design for driveways serving multiple dwellings and therefore operates like a shared space environment. This typically results in lower operating speeds as drivers are made aware through environmental design that they are sharing the road with pedestrians rather than having the carriageway only for cars and pedestrians only on the footpaths.

The access is not used for throughfare where drivers are travelling at speed. Drivers will instead be performing parking manoeuvres which further reduces operating speeds. In the unlikely event that two opposing cars meet and there is a pedestrian on the access, one car can simply wait for the other to pass. If two cars are already on the JOAL, pedestrians can simply wait until one or both cars pass.

Providing a footpath with raised kerb adjacent to the access can give the false impression to drivers that pedestrians would not be within the 'carriageway'. In practice, pedestrians would likely walk wherever within the access space as they would follow desire lines between the units and the road, community space or their vehicle rather than rigidly following footpaths. Including a raised kerb is therefore considered to reduce safety as drivers may less aware that pedestrians may be within the access space.

In addition to the path within the shared access, the footpath to the north in front of the parking spaces is separate from vehicle manoeuvring areas which provides a location where pedestrians do not have to directly interact with vehicles.

6.3 Loading

Rule 15.1.6B.1.6 of the District Plan specifies loading space requirements for sites within a commercial or industrial zone. The site is located within the residential zone, and as such, no loading spaces are required. However, a turning space for vans or ambulance type vehicles is provided within the site.

7 Road Safety Effects

The road safety report interrogated in Section 2.6 notes that both serious injuries that were identified within the search area were related to people who should not have been operating vehicles. As such, there are no discernible existing road safety issues associated with this part of Mangakahia Road. The proposed development is expected to generate 16vph within the peak hour, which is well within the typical road capacity of over 1,000vph on Mangakahia Road and likely less than what is currently generated by the site. The visibility requirements when attempting to enter Mangakahia Road from the proposed accessway satisfy RTS6 requirements, providing time for drivers to observe and give-way to other road users as required. As such it is assessed that the proposal is unlikely to have a material effect on the safety of the surrounding road network.

8 Consultation

Consultation was undertaken on the 1 August 2024 with FNDC and NZTA. Though the proposed accessway fronts a State Highway, NZTA has noted that given the low speed zone and urban environment, the proposed accessway design is to be addressed in accordance with the District Plan, which this report has provided.

Both FNDC and NZTA noted that a parking demand assessment is required given the shortfall of four parking spaces in accordance with the District Plan and the potential overflow of parking onto the road reserve, which this report has provided. FNDC did note that proposed cycle spaces is an option to supplement the technical parking shortfall in accordance with the District Plan. The parking demand assessment demonstrates that given the unlikely event that parking does overflow onto the road reserve, there is more than sufficient on-street parking to accommodate the overflow. As such, no formal cycle spaces are proposed however there is space within each lot for people to store a bicycle.

9 Statutory Assessment

An assessment of the proposed development has been undertaken against the relevant transportation rules in Section 15 and Appendix 3 of the District Plan. Table 6 lists the relevant rules and whether the proposed development complies with the relevant transportation requirements of the District Plan.

TABLE 6: FAR NORTH DISTRICT PLAN

Criteria	Compliance	Comment
Trip Generation		
15.1.6A.1 The number of daily one-way traffic movements generated by the proposal must not exceed the thresholds listed.	Discretionary	Proposed development exceeds the threshold and is a discretionary activity. See Section 4.
Number of Parking and Loading Spaces		

<p>15.1.6B.1.1 The number of parking spaces must meet the minimum rates and not exceed the maximum rates specified which apply to the zone or location specified.</p> <p>Standard Residential Units – 2 parking spaces each</p>	Non-compliance	Shortfall of four parking spaces. See Section 6.
<p>15.1.6B.1.2 For Lot 34 DP 11040, Lot 2 DP 477161 and Pt Lot 2 DP 83548 (known as Williams Road Car Park, Paihia) the minimum number of on-site car parking spaces to be provided in addition to those required in Rule 15.1.6B.1.1 above shall be no less than 221, with at least 158 allocated to the public.</p>	N/A	Site is not in these lots.
<p>15.1.6B.1.3 On a site with a road frontage with Kerikeri Road between its intersection with SH10 and Cannon Drive, none of the required public on-site car parking spaces shall be located within that part of the site between the Kerikeri Road boundary and a parallel line 2m therefrom.</p>	N/A	Site does not front Kerikeri Road.
<p>15.1.6B.1.4 Where onsite parking is provided or is to be provided for all buildings and activities in accordance with Rule 15.1.6B.1.1, except dwellings, car parking spaces for those with disabilities.</p>	N/A	Only residential activities proposed.
<p>15.1.6B.1.5(a) The required size of off-street car parking spaces, the manoeuvring space between, and the vehicle circulation routes providing access to them, shall be as set out in Appendix 3D.</p>	Complies	The proposed 90-degree parking spaces are at least 2.5m wide, the stall depths are at least 5m and provide a manoeuvring space of 6.7m.
<p>15.1.6B.1.5(b) Stacked parking will be permitted for one of two spaces associated with a specific residential unit. In determining the extent of area required for manoeuvring space, the Council will be guided by the Tracking Curve diagrams as shown in Appendix 3E.</p>	Complies	Proposed stacked parking spaces exceed the minimum parking space dimensions outlined in the District Plan and are able to sufficiently accommodate vehicle tracking.
<p>15.1.6B.1.5(c) All parking, loading, access drives and manoeuvring areas shall be formed and provided with an all weather surface, drained, marked out and maintained to the satisfaction of the Council, and shall be kept free and available for the uses intended. Where a parking area provides four or more car parking spaces is adjacent to a road, a kerb or a barrier shall be provided to prevent direct access except at the designated vehicle access point.</p>	Complies	Parking spaces suitably designed.
<p>15.1.6B.1.4(d) All accessible car parking spaces must have a minimum width of 3.5m and a minimum depth of 5m.</p>	N/A	Only residential activities proposed.
<p>15.1.6B.1.6 Loading spaces are required where activities established within a Commercial or Industrial Zone.</p>	N/A	Site is not within these zones.
Access		
<p>15.1.6C.1.1 (a) The construction of private accessway, in addition to the specifics also covered within this rule, is to be undertaken in accordance with Appendix 3B-1 in Part 4 of this Plan.</p>	Complies	Proposed accessway width is 5.5m.
<p>15.1.6C.1.1 (b) Minimum access widths and maximum centreline gradients, are set out in the Appendix 3B-1 table.</p>	Complies	Proposed accessway width is 5.5m. Site is relatively flat and accessway does not exceed a grade of 12.5%.
<p>15.1.6C.1.1 (c) A private accessway may serve a maximum of 8 household equivalents.</p>	Non-compliance	Proposed accessway serves 13 dwellings. See Section 5.
<p>15.1.6C.1.1 (d) Where a subdivision serves 9 or more sites, access shall be by public road.</p>	Non-compliance	Proposed accessway serves 13 dwellings, however, no public road is proposed. See Section 5.
<p>15.1.6C.1.1 (e) Access shall not be permitted:</p> <p>(i) onto a State Highway or a Limited Access Road;</p>	Non-compliance	Separation requirements are met.

<p>(ii) onto an arterial or collector road within 90m of its intersection with an arterial road or a collector road;</p> <p>(iii) onto an arterial or collector road within 30m of its intersection with a local road;</p> <p>(iv) onto a local road within 30m of its intersection with an arterial or collector road;</p> <p>(v) onto Kerikeri Road (both sides of the road along the portion between Maraenui Drive and Cannon Drive). This rule does not apply to sites with lawfully established access points (as at 6 September 2001) onto Kerikeri Road.</p> <p>(vi) onto Kerikeri Inlet Road from Lot 1 DP 404507 or Lot 1 DP 181291 (and any sites created as result of a subdivision of these lots), except from a single vehicle crossing or intersection at least 30m from the adjoining boundary with Lot 2 DP 103531 and with at least 115m visibility in each direction.</p>		<p>Proposed accessway fronts a State Highway. See Section 5.</p>
<p>15.1.6C.1.2(a) Private accessways in all urban zones, excluding the Commercial and Industrial Zones, shall comply with the following table of this section.</p>	<p>Non-compliance</p>	<p>Proposed accessway serves 13 dwellings. See Section 5.</p> <p>Visibility standards of RTS6 are met.</p> <p>Accessway length is less than 60m. No passing bays required.</p>
<p>15.1.6C.1.2(b) Private accessways in the Commercial and Industrial Zones shall comply with the following table of this section.</p>	<p>N/A</p>	<p>Site is not within these zones.</p>
<p>15.1.6C.1.2(c) All private accessways in all urban zones which serve two or more activities are to be sealed or concreted.</p>	<p>Complies</p>	<p>Proposed accessway suitably designed.</p>
<p>15.1.6C.1.3(a) Where required, passing bays on private accessways are to be at least 15m long and provide a minimum usable access width of 5.5m</p>	<p>N/A</p>	<p>No passing bays proposed or required.</p>
<p>15.1.6C.1.3(b) Passing bays are required:</p> <p>(i) in rural and coastal zones at spacings not exceeding 100m;</p> <p>(ii) on all blind corners in all zones at locations where the horizontal and vertical alignment of the private accessway restricts the visibility.</p>	<p>N/A</p>	<p>No blind corners identified. No passing bays proposed or required.</p>
<p>15.1.6C.1.3(c) All accesses serving 2 or more sites shall provide passing bays and vehicle queuing space at the vehicle crossing to the legal road.</p>	<p>N/A</p>	<p>Proposed accessway serves one site.</p>
<p>15.1.6C.1.4 The following restrictions in this section shall apply to vehicle access over footpaths.</p> <p>(a) no more than two vehicle crossings per site;</p> <p>(b) maximum width of a crossing shall be 6m</p>	<p>Complies</p>	<p>One accessway proposed and does not exceed a width of 6m.</p>
<p>15.1.6C.1.5(a) Private access off roads in the rural and coastal zones the vehicle crossing is to be constructed in accordance with Council's "Engineering Standards and Guidelines" (June 2004 – Revised 2009).</p>	<p>N/A</p>	<p>Site is not within these zones.</p>
<p>15.1.6C.1.5(b) Where the access is off a sealed road, the vehicle crossing plus splays shall be surfaced with permanent impermeable surfacing for at least the first 5m from the road carriageway or up to the road boundary, whichever is the lesser.</p>	<p>Complies</p>	<p>Proposed accessway suitably designed.</p>
<p>15.1.6C.1.5(c) Where the vehicle crossing serves two or more properties the private accessway is to be 6m wide and is to extend for a minimum distance of 6m from the edge of the carriageway.</p>	<p>N/A</p>	<p>Proposed accessway serves one site.</p>
<p>15.1.6C.1.6(a) Private access off streets in the urban zones the vehicle crossing is to be constructed in accordance with Council's "Engineering Standards and Guidelines" (June 2004 – Revised 2009).</p>	<p>Expected compliance</p>	<p>Proposed vehicle crossing expected to be suitably designed in accordance with Council's "Engineering Standards and Guidelines".</p>

15.1.6C.1.6(b) Where the vehicle crossing serves two or more properties the vehicle crossing is to be widened to provide a double width vehicle crossing.	N/A	Proposed accessway serves one site.
15.1.6C.1.7(a) Provision shall be made such that there is no need for vehicles to reverse off a site except where there are less than 4 parking spaces gaining access from a local road.	Complies	No reverse manoeuvres onto the public road reserve required.
15.1.6C.1.7(b) All bends and corners on the private accessway are to be constructed to allow for the passage of a Heavy Rigid Vehicle.	N/A	No bends or corners identified.
15.1.6C.1.7(c) Any access where legal width exceeds formation requirements shall have surplus areas (where legal width is wider than the formation) grassed.	Complies	Surplus area is grassed or footpath.
15.1.6C.1.7(d) Runoff from impermeable surfaces shall, wherever practicable, be directed to grass swales and/or shall be managed in such a way as will reduce the volume and rate of stormwater runoff and contaminant loads.	Can comply	Stormwater to be assessed by others.
15.1.6C.1.8(a) Where any proposed subdivision has frontage to a road or roads that do not meet the legal road width standards specified by the Council in its “Engineering Standards and Guidelines” (June 2004 – Revised 2009), road widening shall be vested in the name of the Council.	N/A	State Highway meets legal road and formation width.
15.1.6C.1.8(b) Where any proposed subdivision has frontage to a road or roads that are not constructed to the standards specified by the Council in its “Engineering Standards and Guidelines” (June 2004 – Revised 2009), then the applicant shall complete the required improvements.	N/A	State Highway meets legal road and formation width.
15.1.6C.1.8(c) Where a site has more than one road frontage or frontage to a service lane or right-of-way (ROW) in addition to a road frontage, access to the site shall be in a place that: (i) facilitates passing traffic, entering and exiting traffic, pedestrian traffic and the intended use of the site; (ii) is from the road or service lane or ROW that carries the lesser volume of traffic.	N/A	Site does not provide more than one road frontage.
15.1.6C.1.8(d) Where any proposed subdivision has frontage to a road on which the carriageway encroaches, or is close to the subject lot or lots, the encroachment or land shall vest in Council such that either the minimum berm width between the kerb or road edge and the boundary is 2m or the boundary is at least 6m from the centreline of the road whichever is the greater.	Complies	Over 6m separation provided between centreline of the road and property boundary.
15.1.6C.1.9 All new public roads shall be laid out, constructed and vested in accordance with the standards set out in the Council’s Engineering Standards and Guidelines (June 2004 – Revised 2009).	N/A	No public roads proposed.
15.1.6C.1.10(a) Service lanes, cycle and pedestrian accessways shall be laid out and vested in accordance with the standards set out in the Council’s “Engineering Standards and Guidelines” June (2004 – Revised 2009).	Non-compliance	No service lane or cycle lane proposed. Pedestrian accessway within the site is 1.2m wide. See Section 5.7.
15.1.6C.1.10(b) All access reserved for pedestrians only shall be a footpath, formed and concreted (or an alternative surface) to Councils satisfaction.	Complies	Proposed footpath within the site are suitably designed.
15.1.6C.1.11 Where any frontage to an existing road is shown on the Zone Maps as being subject to designation for road acquisition and widening purposes, provision shall be made to enable the Requiring Authority to acquire such land, by separately defining the parcels of land. Where the Requiring Authority is not in a position to acquire such parcels immediately, they shall be held in conjunction with adjoining land, with consent notices registered in accordance with Rule 13.6.7	N/A	No designation on existing road frontage of the site.

The assessment has identified seven rules where District Plan compliance is not achieved. These relate to traffic triggers, parking space provision, access exceeding maximum dwellings served, access fronting a State Highway and footpath widths.

The first non-compliance relates to traffic triggers. The District Plan stipulates that activities in the residential zone with a TIF more than 40 are Discretionary Activities. The proposed development generates an expected TIF of 130 and is therefore a Discretionary Activity. The proposal is expected to generate up to 16vph onto Mangakahia Road which is still well within the typical carrying capacity of the road. It is noted that the existing office activity on-site is expected to generate up to 30vph. The proposed development is considered to generate less traffic than what is currently existing, and as such, is not expected to result in adverse material effects on the surrounding road network.

The second non-compliance relates to parking spaces. The District Plan stipulates a requirement of at least 26 parking spaces for the proposed 13 dwellings. The proposal provides 22 parking spaces which does not satisfy the rule. The parking demand assessment provided within this report demonstrates that the proposed 22 parking spaces sufficiently accommodates the expected parking demand of the site. The existing on-street parking demand analysis undertaken demonstrates that at least four parking spaces are also available on-street, and as such, the technical shortfall of four parking spaces is considered negligible.

The third, fourth and fifth non-compliances (Rule 15.1.6C.1(c), Rule 15.1.6C.1(d) and Rule 15.1.6C.2(a)) relate to the proposed accessway serving more than eight household equivalents, and as such, should be provided by way of public road. However, a public road would require a loss of multiple units at which point would be below the threshold of when a public road is required. The accessway only serves the one site and enables an efficient use of land rather than having to create multiple accesses to the road. This also reduces the number of potential vehicle conflict points which is beneficial for road safety. Given that the accessway is still able to cater for two-way movement and also has separate pedestrian provisions, the proposed accessway arrangements are able to provide the same level of service as a public road.

The sixth non-compliance relates to the accessway fronting a State Highway. The proposed accessway adjoins Mangakahia Road which is also a State Highway and does not satisfy the rule. The site has no other road frontage available hence it is not possible to comply with this rule. The proposal reduces the number of accessways fronting Mangakahia Road which is an improvement to the existing site layout.

The seventh non-compliance relates to footpath widths. Council's "*Engineering Standards and Guidelines*" stipulates a minimum footpath width of 1.5m. The proposed footpaths within the site provide a width of 1.2m which does not satisfy the rule. It is noted that Section 5 of NZS4121 specifies a minimum footpath width of 1.2m, and as such, the proposed 1.2m footpath width is considered to be suitable for the proposed development.

10 Conclusion

It is proposed to develop the site at 12 to 16 Mangakahia Road into 13 residential dwellings. Of these, nine will have three bedrooms and the remaining four will have two bedrooms.

A total of 22 parking spaces are proposed within the site. The proposal has a technical shortfall of four parking spaces in accordance with the District Plan, however, the parking demand assessment undertaken

demonstrates that given the unlikely event that overflow parking does occur, it can be accommodated by the available on-street parking. The parking space dimensions comply with the District Plan requirements.

Access to the site will be provided via Mangakahia Road. This access fronts a State Highway, however, this is the only frontage to the site. The proposed access allows two-way movements and is assessed as being suitable and appropriate for the proposed development.

The road safety assessment demonstrates that both serious injury and both minor injury crashes were related to unlicensed, user prohibited from driving, pedestrian not giving way or fleeing from police, and as such, were not caused by the design of the existing road transport corridor. The traffic generated from the proposed development is unlikely to affect the general traffic patterns. The visibility requirements when attempting to enter Mangakahia Road from the proposed accessway satisfy RTS6 requirements, providing time for drivers to observe and give-way to other road users as required. As such it is assessed that the proposal is unlikely to have a material effect on the safety of the surrounding road network.

The number of trips generated by the site has been calculated to be in the order of 16 vehicles in the peak hour. This is likely less than what is currently generated by the site. Hence the proposal is unlikely to affect the capacity of the surrounding road network.

As such, it is concluded that there are no traffic engineering or transport planning reasons to preclude approval of the proposed development.

CKL



Planning | Surveying | Engineering | Environmental

Stormwater Management Plan

Gemscott Kaikohe Limited

12-16 Mangakahia Road, Kaikohe

Document Information

Client	Gemscott Kaikohe Limited
Site Location	12-16 Mangakahia Road, Kaikohe 0405
Legal Description	Lot 1 & Lot 2 DP 313428, Kohewhata 44B10 Block
CKL Reference	A24056
Office of Origin	Auckland

Author	Ryan Liu		
Signed		Date	17/09/2024

Reviewed By	Joshua Raynes		
Signed		Date	18/09/2024

Authorised By	Bronwyn Rhynd		
Signed		Date	20/09/2024

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1 Introduction

This stormwater management plan (SMP) has been prepared in support of the resource consent application for the proposed subdivision at 12-16 Mangakahia Road, Kaikohe. This stormwater management plan, including the assessment of the best practicable options, has been undertaken based on information from the following sources:

- Survey Topographical Plan for the site provided by TAIAO (24/07/2024)
- Site Layout provided by A STUDIO Architect (August 2024)
- FNDC Operative District Plan online maps (accessed in August 2024)
- Regional Plan for Northland (February 2024)
- Far North District Council Engineering Standard 2023 (Issue 0.6 – May 2023)
- New Zealand Standard, Land Development and Subdivision Infrastructure (NZS4404:2004)
- Geotechnical report prepared by Soil&Rock Consultants (dated 17/07/2024)

2 Existing site conditions

According to Far North District Council (FNDC) Operative District Plan 2009 maps, the 0.3938Ha site is located in general residential zone with a maximum of 50% allowable impervious area. The existing coverage of the subject site consists of a two-storey dwelling on the northwest, a commercial building in the south, a gravel carpark and landscaped areas. The site slopes towards northeast corner. Based on the topographical survey plan, the slope of the site ranges from 193.25mRL to 191.75mRL (Appendix 1). An aerial overview of the existing site conditions and surrounding area, as captured from the FNDC online map, is shown in Figure 1.



Figure 1: Aerial overview of the site ¹

Peak flow at pre-development condition have been assessed for 2, 5 and 100year ARI rainfall event, including the effects of climate change in Table 1. Supporting calculations are attached in Appendix 3.

Table 1 Pre-development Peak flow analysis for 2, 5 and 100yrCC rainfall event

Rainfall event	Pre-development Peak Flows (L/s)
2 Yrcc	61.4
5 Yrcc	83.2
100 Yrcc	160.7

¹ Ref. FNDC – Online map – accessed August 2024

3 Stormwater Management

The proposed subdivision of the site includes demolishing the current buildings and constructing 13 new units, impervious pavement, landscape and JOAL per the proposed layout shown in Figure 2. The proposed drawings are attached in Appendix 1.

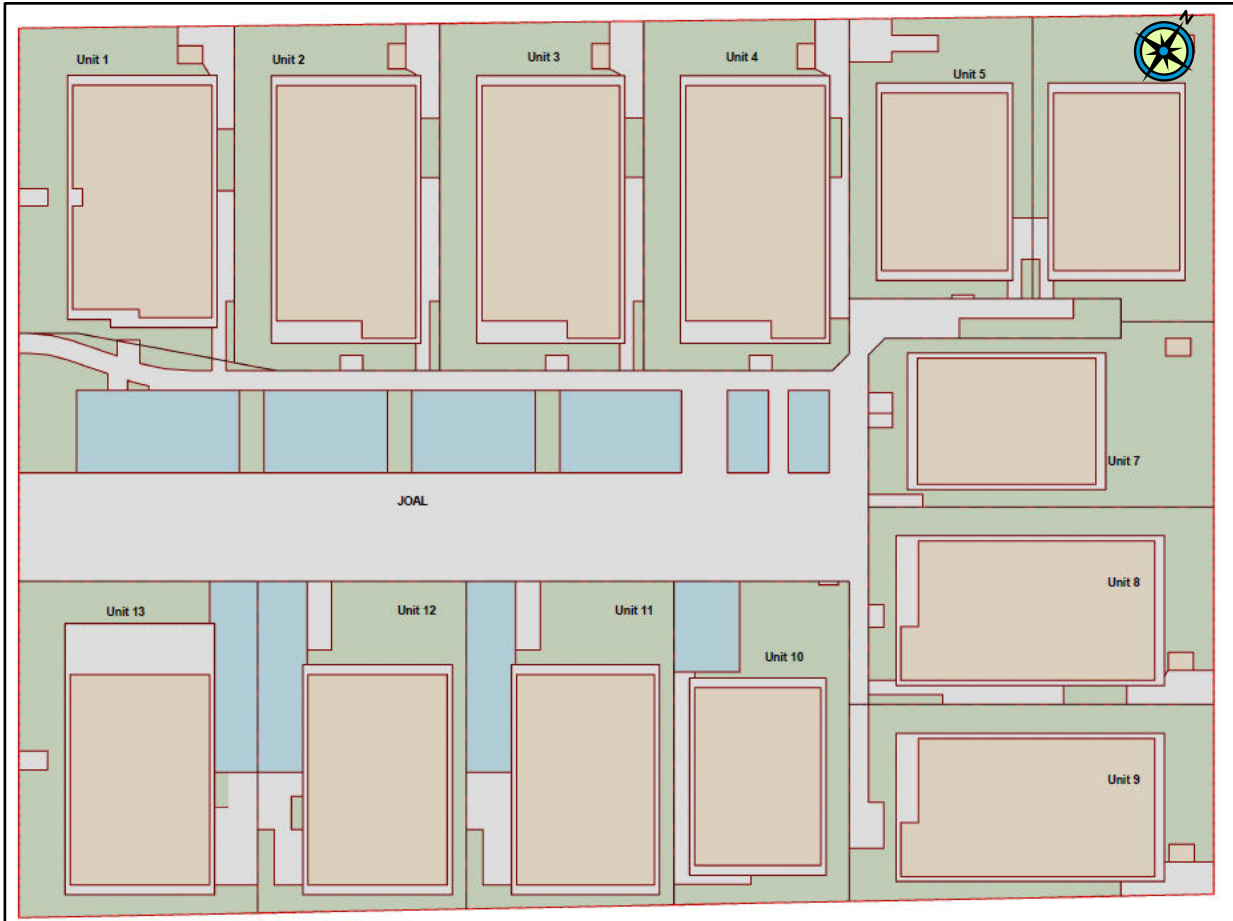


Figure 2: Proposed site layout²

Table 2 below provides a summary of coverage areas for pre- and post-development within the site. The difference between pre-and post-development areas is used to estimate the net change in peak flows for the site.

² Site Layout provided by A STUDIO Architect (August 2024)

Table 2: Net change between pre- and post-development areas

Surface Coverage	Pre-development Existing Areas		Post-development Proposed Areas		Net Change	
	(m ²)	%	(m ²)	%	(m ²)	%
Roof Area	700	17.8%	1678	42.6%	978	24.8%
Carpark (Metal)	1405	35.7%	0	0.0%	-1405	-35.7%
Pavement (Impervious)	253	6.4%	743.7	18.9%	491	12.5%
Pavement (Pervious/Deck)	6	0.2%	308.1	7.8%	302	7.7%
Landscaping area	1575	40%	1209.3	30.7%	-366	-9.3%
Total	3939	100%	3939	100%	-	-

FNDC GIS map indicates that the subject site is not affected by OLFP and flooding. However, OLFP and floodplain are present near 6 and 8 Mangakahia Road to the north and downstream of Purdy Road. Considering the floodplain issue downstream, a 100-year ARI rainfall event with climate change needs to be considered and assessed in the stormwater management plan.



Figure 3 OLFP and floodplain around the subject site

4 Stormwater Management Strategy and Objectives

This section outlines the overarching acts, plans, manuals, and guidelines that influence the strategy for this stormwater management plan.

4.1 Resource Management Act

The purpose of the Resource Management Act 1991 (RMA) is to “promote the sustainable management of natural and physical resources”.

Sustainable management is defined in the RMA as “managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—

- a. sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
- b. safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
- c. avoiding, remedying, or mitigating any adverse effects of activities on the environment.”

Therefore, the stormwater strategy must define the potential positive and negative effects of the proposed stormwater discharge. Strategies must be proposed to ensure the negative effects on the environment are avoided, remedied, or mitigated, while the positive effects must be enhanced where possible.

The RMA has a unique definition of environment, which includes:

- a. “Ecosystems and their constituent parts, including people and communities; and
- b. all natural and physical resources; and
- c. amenity values; and
- d. the social, economic, aesthetic, and cultural conditions which affect the matters stated in paragraphs (a) to (c) or which are affected by those matters”

Thus, the stormwater strategy aims to consider the effects on these broader elements as well, not just the natural ecosystems.

4.2 Northland Regional Plan

The Proposed Regional Plan for Northland (the plan) is a combined regional air, land, water and coastal plan, provided by Northland Regional Council in accordance with the Resource Management Act 1991 (the RMA).

4.3 Far North District Council Plan (FNDPCP)

According to FNDPCP the stormwater system for urban development is to be designed to minimise the adverse effects of the development on the environment by protecting:

- The natural character of the coastal environment, lakes, rivers, wetlands or their margins;
- The significant indigenous vegetation or significant habitats of indigenous fauna;
- The natural features, landscapes and heritage resources;
- The relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wahi tapu, and other taonga;
- The physical resources of urban development or pose risk to people’s health and safety due to natural hazards

- The finite resources which can reasonably be expected to be valuable for future generations
- The safety and efficiency of the roading network;

4.4 Far North District Council Engineering Standard

Far North District Council provided the Engineering Standard and Guideline, which is to be used in conjunction with Land Development and Subdivision Engineering Standard (NZD 4404:2004). The main objectives of this standard are to:

- Ensure that engineering services for which Council is, or may be, responsible for in future are designed and installed to the appropriate standards;
- Provide guidelines for designers, some acceptable solutions and some local information;
- Set out a process for inspection, maintenance, reporting and certification of engineering services and qualifications of personnel required for this;
- Define the requirements for engineering services, which Council will assume the management and maintenance of after completion of the development.

5 Stormwater Management Plan

The primary objective of the stormwater system is to manage stormwater runoff to minimise the adverse effects of the proposed development on the downstream environment and properties. The stormwater system design philosophy aims to protect people, properties, and ecological values by preventing or mitigating the quality and the quantity effects of stormwater on the built and natural environment.

5.1 Existing Stormwater Management System

A desktop investigation (including google map street view, FNDC Operative District Plan online map) was conducted by CKL to determine the existing stormwater management system within the site. There is no indication of a public pipe connection for the site. Therefore, it is assumed that stormwater runoff from the site is discharged as surface flow via the natural contours to the downstream properties. Based on the FNDC GIS Map, the surface runoff from the subject site is most likely to flow into the catchpit located outside 3 Purdy Road.

The nearest existing stormwater system is located to the north of the subject site, starting at Mangakahia Road. The system extends north-eastward through residential areas, reaching Purdy Road, and continues to flow further north, as shown in Figure 4.

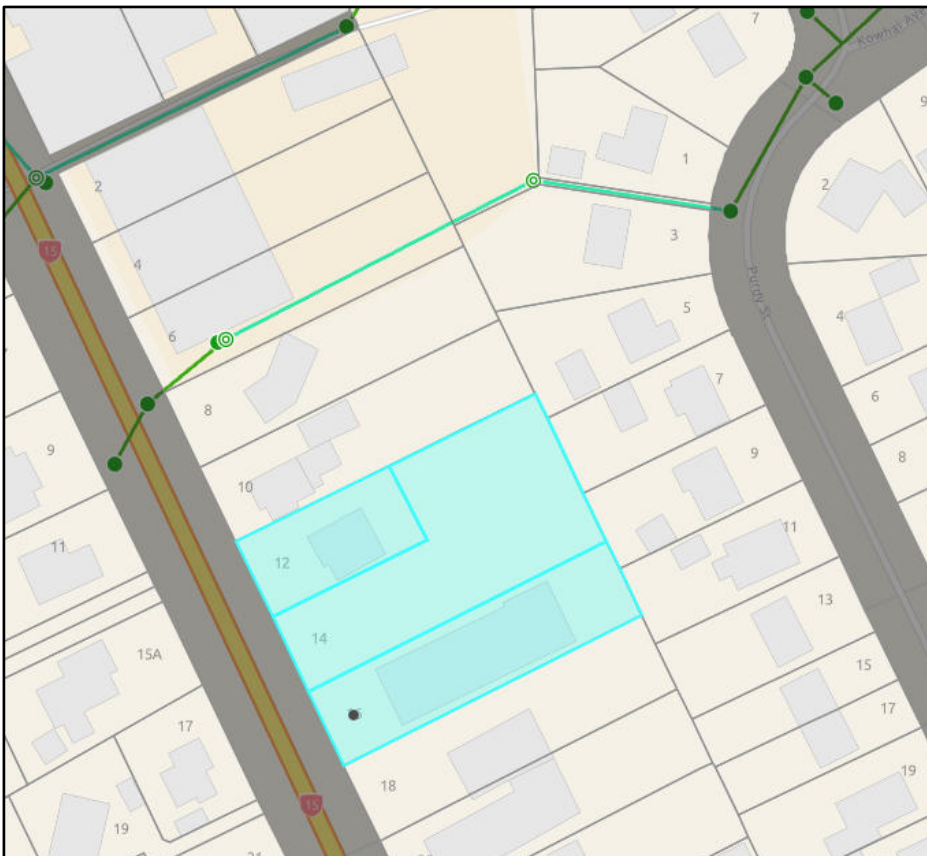


Figure 4 Existing Stormwater network close to 12-16 Mangakahia Road

5.2 Downstream Network Capacity Check

The stormwater pipe network along Purdy Street, as described above, is a potential connection point for the proposed development. The pipe downstream the connection was assessed with respect to capacity for the contributing catchment area at maximum probable development. below demonstrates the pipe network capacity for network and the estimated MPD flow rate for their associated catchment including the site in question.

Table 3 Downstream Network Capacity Check

Pipe	Capacity (L/s)	MPD Catchment Peak Flow (L/s)
KN_SWL0401	127.8	214.8

As seen above, there is insufficient capacity in the downstream network for upstream catchments at MPD, therefore attenuation is required for this proposed development on the site.

Calculations on network capacity are provided in Appendix 3.

5.3 Stormwater Discharge Options Assessment

Three options for the stormwater management for this site have been investigated, namely:

- Soakage system
- Discharge to the roadside stormwater channel in Mangakahia Road
- Discharge to the public stormwater pipeline

5.3.1 Option 1: Soakage

Based on the interpretation of the New Zealand Geology Web Map from (GNS science), the site is situated on soils and rocks belonging to the Kerikeri Volcanic Group. In the geotechnical report prepared by Soil&Rock Consultants, soakage test has been conducted with two 100mm Dia hand auger holes. The results indicate that the soakage rate is relatively low (0.05 & 0.14 L/min/m²). Therefore, it can be concluded that utilising a soakage device is not acceptable for the subject site.

5.3.2 Option 2: Discharge to the roadside stormwater channel

Due to the slope of the site away from Mangakahia Road, roadside kerb discharge is discarded as a mean of disposal of stormwater.

5.3.3 Option 3: Connection to Public Network within Purdy Road

There is a stormwater catchpit and pipeline (Based on FNDC Map) within Purdy Road that currently collects runoff from the surrounding catchment. Considering the topology of the site and the proposed subdivision plan, it is feasible to collect the stormwater and discharge it into the existing stormwater infrastructure located in Purdy Road. The stormwater infrastructure will need to be extended into the site through one of the neighbouring properties to the east.

As per Section 5.2, due to the network restrictions, attenuation tanks will be required to control the peak flow runoff to limit the total peak flow discharging to the existing stormwater system.

5.4 Stormwater quantity control (Peak flow mitigation)

Based on the requirement of FNDC, the proposed peak flow for the re-development area is to be attenuated to be constrained to 80% of pre-development peak flow rate during the 2, 5 and 100yr_{CC} rainfall event prior to discharging downstream.

Due to the complexity of the proposed development, the design of the stormwater management system required a comprehensive HEC HMS model (hydrological and hydraulic software model) to accurately simulate the stormwater response of the site and the proposed mitigation.

The site has a significantly constrained proposed stormwater pipe connection design that has existing downstream capacity restraints and a relatively high stormwater connection invert. This means that any underground attenuation within the site will need to be above this invert and will be very shallow. To achieve the stormwater strategy the stormwater management design proposes an above ground tank for each unit and a below ground tank for the JOAL to attenuate the 2 and 5 year ARI events to 80% of their respective pre development flow rates. The attenuate flows for 2 and 5 year events are summarised in Table 4. Supporting calculations are attached in Appendix 3.

Rainfall event	Attenuate flow (L/s)
2 Yrcc	49.1
5 Yrcc	66.6

Table 4: Attenuation flow analysis for 2, 5yr_{CC} rainfall event

It was investigated to use the same tank system to attenuate the 100 year ARI event, however there are impracticalities for this methodology;

- The runoff from roof areas would need to get into the tank, however spouting and private drainage system are generally not designed to conveying such high flows. This also goes for the JOAL where a catchpit is not generally adequate for capturing the 100 year ARI event.
- The tanks required for attenuation of the 100 year ARI is very large and are not practical to build. The tank for the JOAL would need to be very shallow given the high depth to invert of the stormwater connection pipe, and this results in a very large area (footprint) required.
- There is no guarantee the attenuation will provide any practical reduction of flooding effects due to the downstream stormwater infrastructure constraints that will cause high tailwater conditions and therefore be an ineffective underground attenuation tank.

Therefore, instead of attenuating the 100 year event, an assessment of the flooding effects on the downstream properties has been undertaken.

On 12th September 2024, a meeting was held between FNDC and CKL regarding the proposed development at 12-16 Mangakahia Road, Kaikohe. The Council has expressed satisfaction with the use of only 2- and 5-year attenuation tanks for the site.

5.5 Downstream flooding assessment

Immediately downstream of the site, to the east, are the properties at 5, 7, 9, and 11 Purdy Street. These four properties each contain a single dwelling constructed on piles. From the GIS information and images from google street view, it appears there are no concentrated flow paths through these properties and any flows across these properties are most likely sheet flow.

To assess the effects of the development on the downstream properties a first order approach was determined to be fit for purpose. To calculate the depth of flow over the boundary a weir calculation (refer to Appendix. 3) was undertaken across the whole eastern boundary as shown by the red line in Figure 5.

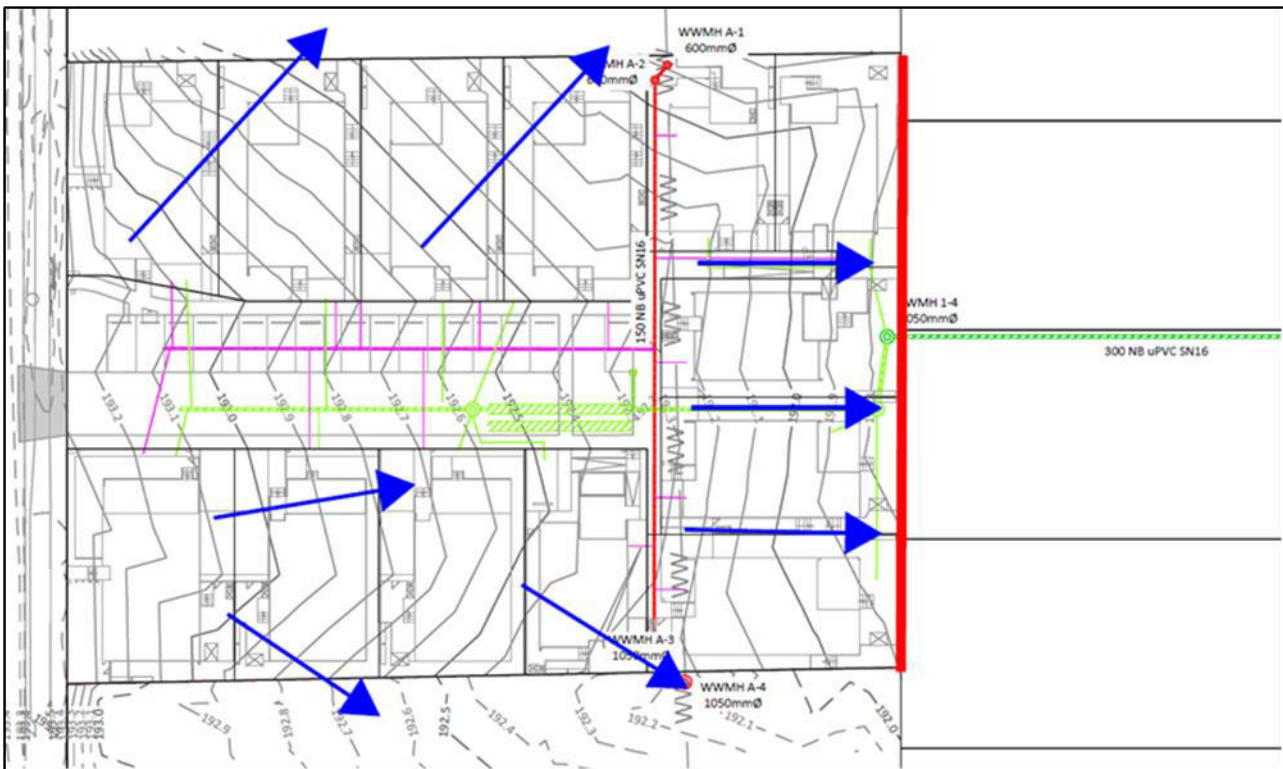


Figure 5 Sheet flow direction from the subject site to the downstream properties

In the pre-development case, with a peak flow of 160.7L/s the depth of flow over the 53m length is 14.7mm. In the post development scenario, the unattenuated flow is 198L/s, which results in a depth of 16.9mm. Therefore, according to this first principles approach the increase in flooding on the immediate downstream properties is 2.2mm. Note these depths include flow from the entire site, whereas if a more detailed analysis is undertaken, some of these flows in both pre and post development shed off to the northern and southern boundaries as shown by the blue arrows in Figure 5. This would lead to a lesser depth than currently presented, and it is therefore considered this assessment is conservative.

Downstream of the development site and the Purdy Street properties, the overland flows will discharge to Purdy Street carriageway where they will be conveyed north towards the existing flooding area as shown by the FNDC flood maps (in the figure below). Note that the FNDC flood modelling shows the flood extents with maximum probable development coverages and climate change. Given the small increase in flow (37.3L/s), any increases would be negligible, and it is anticipated that the flows would be contained within the flood extents as shown on the FNDC flood maps.



Figure 6 Downstream OLFP and Flooding extent

5.6 Best Practicable Stormwater Management Option

The best practicable stormwater management option for the proposed development is summarised below

- Above ground tank within each Lot to collect stormwater runoff from roof areas
- Underground attenuation tank under the JOAL to collect the runoff from driveway
- The tanks within Lots 5, 6, 7, 8, and 9 will drain directly to the outlet
- The tanks within Lots 1-4 & 10-13 will drain into the JOAL tank.
- The parking areas are to be permeable pavement
- Uncontrolled stormwater runoff to discharge as a surface runoff as per the existing condition.

The best practicable stormwater discharge option is to extent the existing stormwater network along Purdy Street to 9 Purdy Street. A new stormwater manhole will be installed to serve the proposed development.

Figure 7 shows the proposed stormwater management system schematically based on this discharge regime.

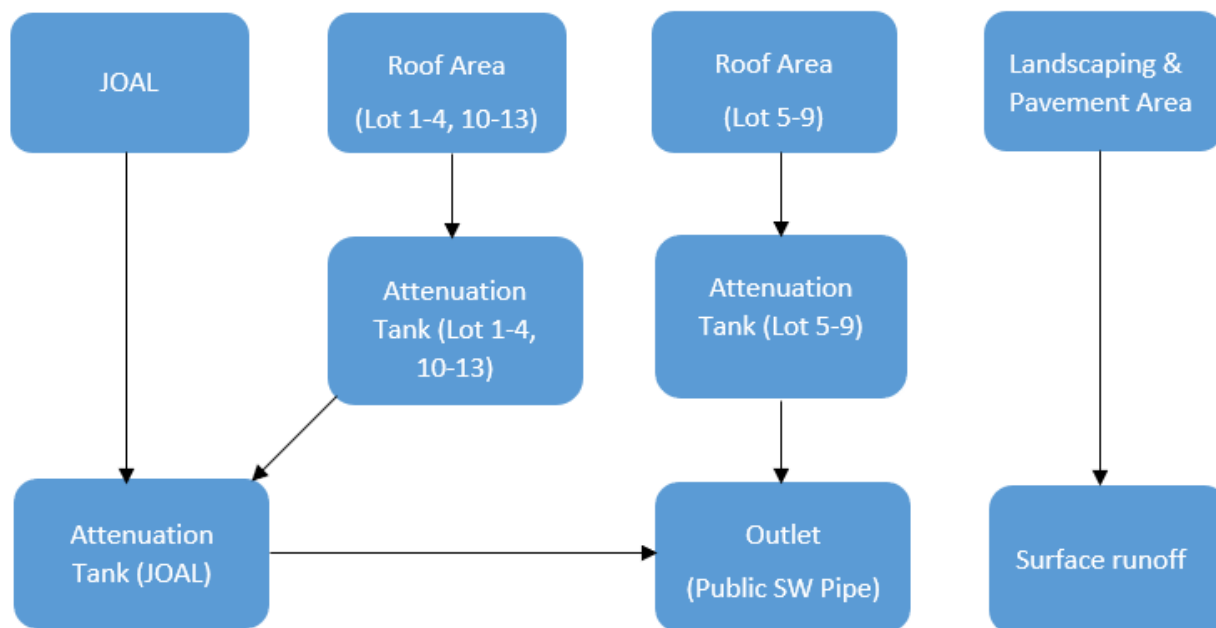


Figure 7: Diagram of the proposed stormwater management system

6 Proposed Stormwater Management Components

The proposed stormwater management system requires the following components:

- Private stormwater pipeline
- Proposed Purdy street public network extension
- Pervious pavement
- Attenuation tanks (above ground and underground)

6.1 Private Piped Network

A private piped network is proposed to be installed from the site to the proposed Purdey Street public network extension. This pipeline is 300mm diameter and will connect the following components:

- Downpipes for residential units to the individual stormwater tanks (minimum 100mmØ @ 1% slope)
- Proposed private catch pits
- Neighbouring property (20 Mangakahia Road) for future development

The size of the private piped network is to be designed/confirmed in the building consent phase.

6.2 Proposed Purdy Street Public Network Extension

A new public main of size 375mm will be extend from the existing stormwater line located on Purdy Street and through the property at 9 Purdy Street to connected to the private stormwater pipeline within the subject site. The proposed drawings are attached in Appendix 2.

6.3 Pervious pavement

All carpark areas within the site are to be pervious pavement. The pavement is to be constructed based on supplier guidelines and requirements of FNDC.

6.4 Attenuation Tank

It is proposed to use aboveground attenuation tanks in the subject site for peak flow attenuation to control the total peak flow from the site for the proposed development to no greater than 80% of pre-development rates in both 2 and 5yr ARI events, with the effect of climate change. The on-Lot tanks and JOAL tank are designed to collect stormwater from the roof areas and the stormwater from the JOAL, respectively. The required volume and orifice sizes are given in Table 5. Supporting calculations are appended for reference (Appendix 3).

Table 5: Characteristics of tank

Los	Tank size (Liters)	Orifice size, dia (mm)	Tank type
Lot 1	2000	30	Aboveground (Fence tank)
Lot 2	2000	31	
Lot 3	2000	31	
Lot 4	2000	31	
Lot 5	2000	23	
Lot 6	2000	23	
Lot 7	2000	23	
Lot 8	2000	31	
Lot 9	2000	31	
Lot 10	2000	23	
Lot 11	2000	27	
Lot 12	2000	28	
Lot 13	2000	31	
Road/JOAL 2Yr	22400	118	Underground (Aquacomb)
Road/JOAL 5Yr	(350L*64 modulars)	86	
Total	48400		

It is to be noted that the orifice size for the lot tanks is based on a 2.0m head using an aboveground fence tank, and 0.6m head for the underground tank. Any changes to the tank type or dimensions assumed may require the orifice size to be recalculated.

7 Summary

A stormwater management plan was completed for a proposed development at 12-16 Mangakahia Road by CKL.

The best practicable stormwater management system for the proposed development is to collect stormwater runoff from roof areas and driveway within the site and discharge to the existing stormwater network on Purdy Street. The individual aboveground attenuation tanks for units 1-13 and underground tank for the driveway are proposed to attenuate the runoff from the roof areas and the driveway to limit the total peak flow to 80% of existing peak flows from 2 and 5 year ARI rainfall events. The remaining stormwater runoff from the site is to discharge downstream as a surface runoff as per existing conditions.

The proposed stormwater management system requires the following components:

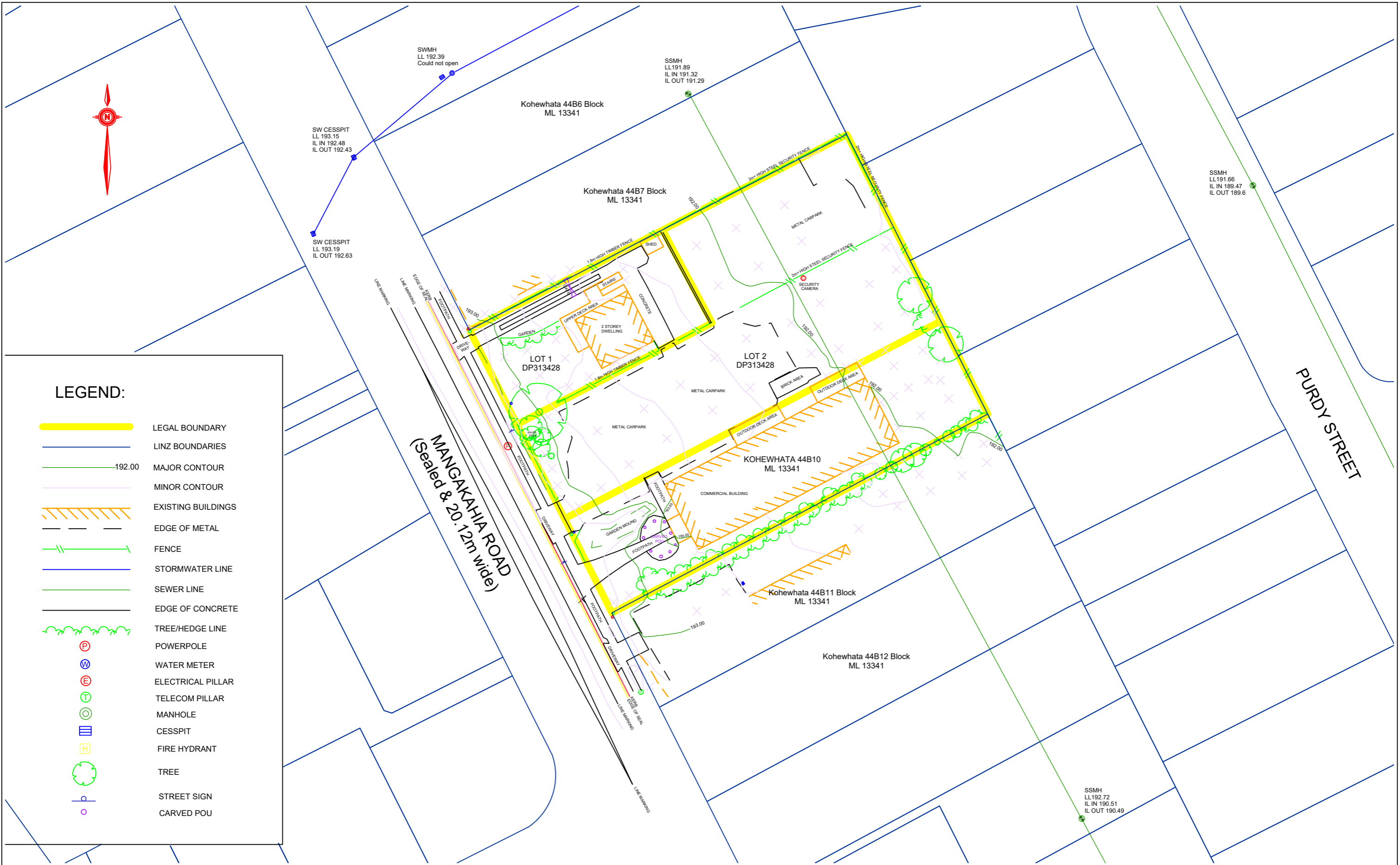
- Private stormwater pipeline,
- Proposed Purdy street public network extension,
- Pervious pavement,
- Attenuation tanks

An analysis of downstream flooding was undertaken resulting in the development had negligible effects on downstream areas, and therefore attenuation of the 100 year ARI rainfall event is not required.

8 Limitations

This report has been prepared solely for the benefit of our client with respect to the particular brief and it may not be relied upon in other contexts for any other purpose without the express approval by CKL. Neither CKL nor any employee or sub-consultant accepts any responsibility with respect to its use, either in full or in part, by any other person or entity. This disclaimer shall apply notwithstanding that the memo/report may be made available to other persons including Council for an application for consent, approval or to fulfil a legal requirement.

Appendix 1 Drawings



LEGEND:

- LEGAL BOUNDARY
- LINZ BOUNDARIES
- MAJOR CONTOUR
- MINOR CONTOUR
- EXISTING BUILDINGS
- EDGE OF METAL
- FENCE
- STORMWATER LINE
- SEWER LINE
- EDGE OF CONCRETE
- TREE/HEDGE LINE
- POWERPOLE
- WATER METER
- ELECTRICAL PILLAR
- TELECOM PILLAR
- MANHOLE
- CESSPIT
- FIRE HYDRANT
- TREE
- STREET SIGN
- CARVED POU

REVISION HISTORY:			
#	DATE	DESCRIPTION	APPROVED
1			
2			
3			
4			

NOTES:

- Levels are in terms of ONE TREE POINT
- Horizontal data is in MT EDEN 2000
- All underground and above services may not be surveyed or shown on this plan.
- Please consult Service Providers before carrying out any excavation or construction.
- Taiao Surveyors accepts no responsibility for services omitted by this survey.
- Contours are at MINOR 0.25m MAJOR 1.0m intervals.

Prepared By:		
	BY	DATE
SURVEY	AR	25/06/2024
DRAWN	AR	19/07/2024
CHECKED	LS	22/07/2024
REVIEWED		

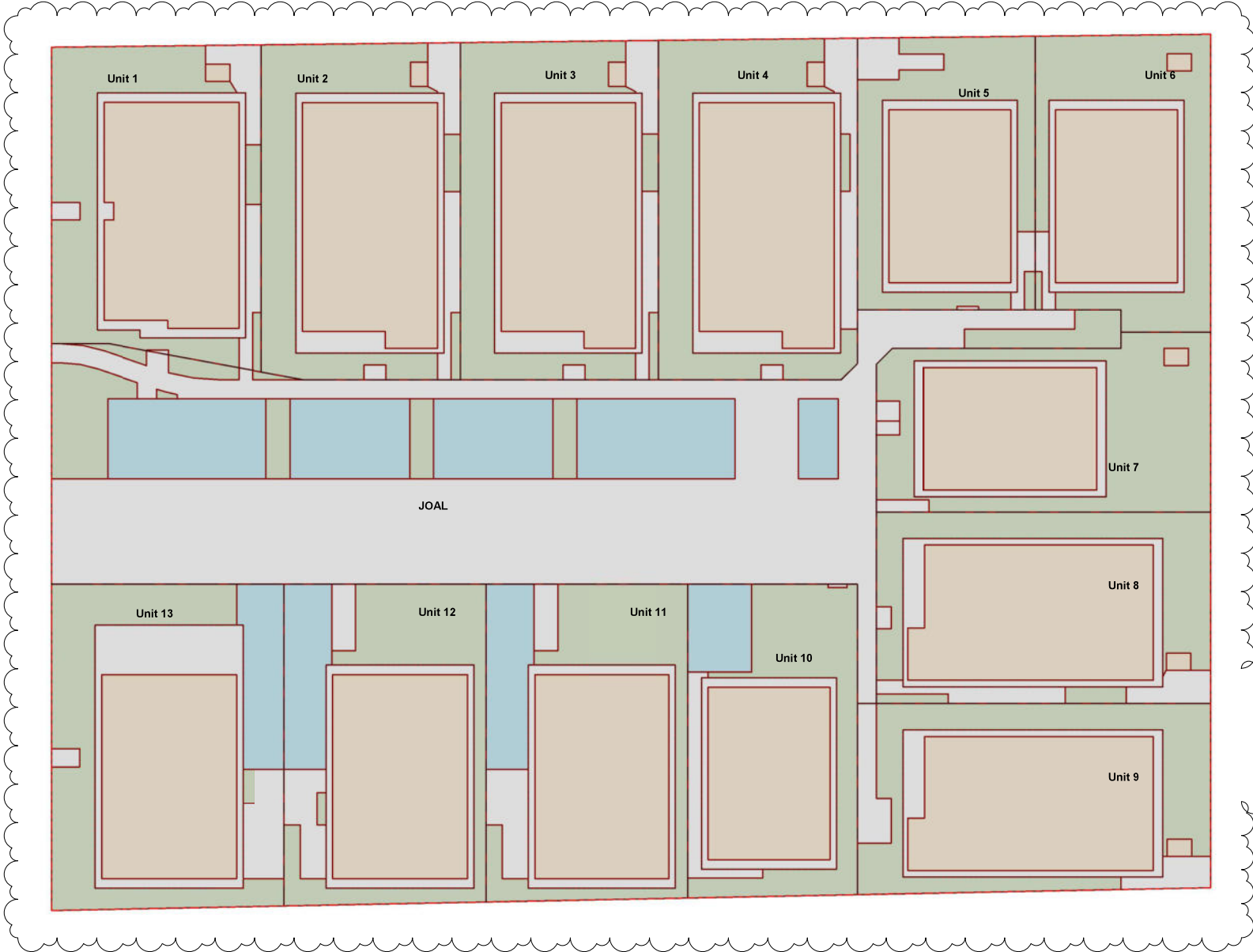


TAIAO SURVEYORS
ENGINEERING SURVEYING
480 Karikeri Rd, Karikeri, Northland 0293
Phone: 021 1124021
Email: taiaosurveyors@gmail.com

Client:
TE RUNANGA-A-IWI-O-NGAPUHI
16 MANGAKAHIA ROAD
KAIKOHE

Agent:
GEMSCOTT LTD
Ara Tai Road, Level 1, The Promenade Building
PO Box 54 051, The Marina, Half Moon Bay, Auckland 2144

TITLE:		
TOPOGRAPHICAL SURVEY OF TE RUNANGA-A-IWI-O-NGAPUHI OFFICES 12-16 MANGAKAHIA ROAD, KAIKOHE		
This drawing shall not be reproduced or copied in whole or in part or used for any purpose other than originally intended, without the permission of Taiao Surveyors.		JOB: 202421
SCALE: 1:600 @ A3		SHEET 1
PROJECT FILE: Ngapuhi Offices Topo		REVISION



- Building Coverage
- Excluded (Permeable surface)
- Impervious
- Permeable

Site Coverage		
Area Type	Area	Percentage
Building Coverage	1420.7 m ²	36%
Excluded	305.8 m ²	8%
Impervious	1029.1 m ²	26%
Permeable	1183.5 m ²	30%
Grand total: 123	3939.1 m ²	100%

RESOURCE CONSENT

These drawings, and all parts thereof, are copyright. Final design and detail may vary.
 1 Written dimensions are to be used
 2 Do not scale dimensions from drawings
 3 Verify all dimensions and levels on site prior to commencing any work
 4 All discrepancies are to be referred to the design office for clarification

Project Name
Mangakahia Road
 Gemscott Kaikohe Limited
 Drawing Title
Site Coverage

Project Address
 12-16 Mangakahia Road, Kaikohe

Drawing Scale @ A1 =
 1 : 125
 Half scale for reduced A3 drawings

 Scale: 1:250 @ A3

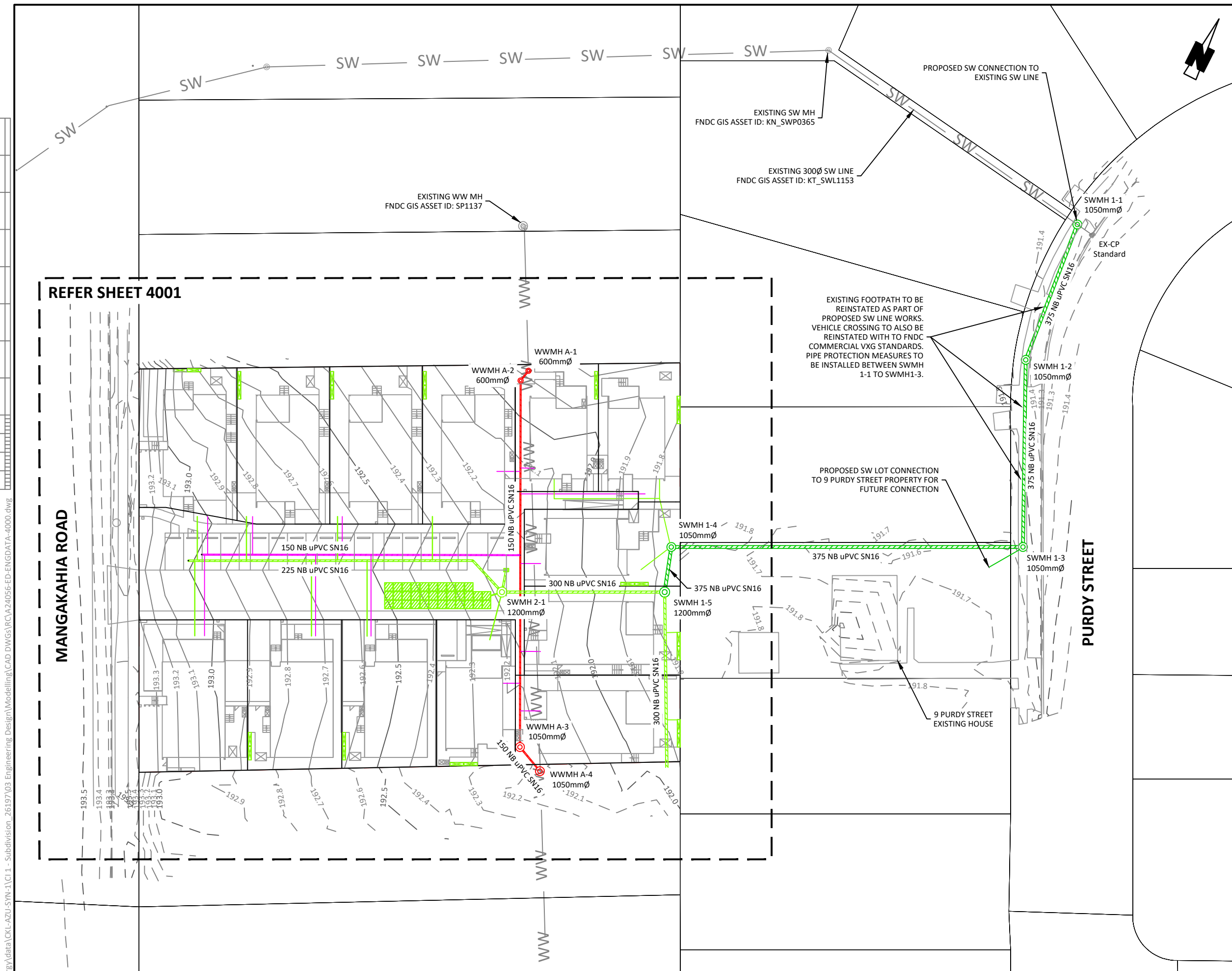


Revision & Date
 oA Resource Consent 2024-08-30
 oB Resource Consent 2024-09-17

Level 4, SKHY
 38 Khyber Pass Road,
 Grafton, Auckland
 09 302 3689
 PO Box 44367
 Point Chevalier
 Auckland 1022
 www.astudioarchitects.com

Drawing No: **RC-025** Revision **B**
 Project No: 2415
A STUDIO ARCHITECTS

Appendix 2 Proposed Drainage Plan



REFER SHEET 4001

- DRAINAGE NOTES:**
- ALL PUBLIC DRAINAGE WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH WDC ENGINEERING STANDARDS.
 - ALL PRIVATE DRAINAGE WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH THE NEW ZEALAND BUILDING CODE (NZBC) AND APPLICABLE STANDARDS.
 - ALL WASTEWATER AND STORMWATER LOT CONNECTIONS WILL BE uPVC SN16.
 - ALL PIPELINES UNDER TRAFFICABLE AREAS TO BE HARDFILL BACKFILLED WITH GAP40/65 AS SPECIFIED. ALL PIPE CROSS-OVERS <250mm ARE TO BE POLYSTYRENE PACKED.
 - ALL DRAINAGE WORKS SHALL BE CARRIED OUT UNDER THE SUPERVISION OF A REGISTERED DRAIN LAYER AND IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY PRACTICES. WHERE REQUIRED, DRAINAGE WORKS TO BE UNDERTAKEN BY AN APPROVED LICENSED CONTRACTOR (A.L.C.).
 - THE CONTRACTOR SHALL LIAISE WITH THE UTILITY PROVIDER FOR THE STANDARD CLEARANCE REQUIREMENTS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL EXISTING SERVICES WITHIN THE EXTENT OF THE WORKS PRIOR TO WORKS COMMENCEMENT. ALL TESTING AND POTHOLES SHALL BE AT THE CONTRACTOR'S EXPENSE.
 - ALL EXISTING BERMS, CARRIAGEWAYS AND CROSSINGS TO BE RE-INSTATED AS PER COUNCIL/CONTROLLING AUTHORITY REQUIREMENTS.
 - A COPY OF THE SITE SPECIFIC HEALTH AND SAFETY PLAN SHALL BE AVAILABLE ON SITE.
 - ALL TRAFFIC MANAGEMENT AND CORRIDOR ACCESS PERMIT(S) SHOULD BE OBTAINED BY THE CONTRACTOR PRIOR TO CONSTRUCTION WITH THE ROAD CORRIDOR/RESERVE.
 - 45-DEGREE WYE JUNCTIONS TO BE USED FOR ALL LOT CONNECTIONS TO MAIN DRAINAGE LINES AS PER NZBC E1 AND G13.
 - INSPECTION POINTS AND RISERS MUST BE INSTALLED AT WASTEWATER WYE JUNCTIONS AS PER NZBC G13.

- DRAINAGE PRE-CONSTRUCTION NOTES:**
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND ACCURATELY CONFIRM INVERT AND LID LEVELS OF EXISTING DRAINAGE MANHOLES AND CONNECTION POINTS PRIOR TO COMMENCING CONSTRUCTION. WHERE LEVELS DIFFER TO THOSE SHOWN THE CONTRACTOR SHALL ADVISE THE ENGINEER ACCORDINGLY.
 - THE DRAWINGS DO NOT NECESSARILY SHOW ALL EXISTING SERVICES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ACCURATELY LOCATE AND PROTECT ALL EXISTING SERVICES DURING THE CONSTRUCTION PERIOD.

DRAINAGE LEGEND:

- SW — SW — EXISTING SW (PUBLIC)
- PROPOSED SW (PUBLIC)
- PROPOSED SW (PRIVATE)
- PROPOSED SW CONNECTION (PRIVATE)
- INDICATIVE ABOVE GROUND SW ATTENUATION TANKS (PRIVATE)
- WW — WW — EXISTING WW (PUBLIC)
- PROPOSED WW (PUBLIC)
- PROPOSED WW CONNECTION (PUBLIC)
- PROPOSED WW (PRIVATE)
- PROPOSED WW CONNECTION (PRIVATE)

FOR CONSENT

C:\ProgramData\12DSynergy\data\CKL-AZU-SYN-1\1 - Subdivision_26197\03_Engineering_Design\Modelling\CAD DWGS\RC\A24056-ED-ENGDATA-4000.dwg



OFFICE
Auckland
A: 25 Broadway, Auckland
P: 09 524 7029
E: Auckland@ccl.co.nz

GEMSCOTT KAIKOHE LTD
12-16 MANGAKAHIA ROAD
KAIKOHE

DRAINAGE OVERVIEW PLAN

Issue	Description	Checked	Date	Designed	Date	Scale
1	FOR RESOURCE CONSENT	DT	20.09.24	AV	11.07.24	1:500 (A3 Original)
				AV	11.07.24	
				DT	20.09.24	
				Job No:	Dwg No:	Rev:
				A24056	4000	1

Appendix 3 Calculation summary



Client : Gemscott Kaikohe Limited
 Site address :
 Job name :
 Job number : A24056

File Name A24056-EV -Pipe capacity check.xlsx
 Sheet Name Pipe Network Capacity

Date 19/09/2024
 By RL

Checked

Catchment Breakdowns and Peak Flow Calculation for Existing Pipe Network

Assumptions:

Runoff Coefficient (c): c=0.95 for roof
 c=0.9 for driveway
 c=0.3 for permeable surfaces
 Roughness factor (k): k = 0.6 (conservative value for existing concrete & plastic pipes)
 See NZS4404 Table 4.2 for more details

Design rainfall: 5yr 10min +CC 97 mm/hr

Colebrook-White Equation for Pipe Velocity

$$V = -2.3 \log \left[\frac{k}{3.7D} + \frac{0.148}{D^{1.49} R^{0.04}} \right]$$

with $S_p = \frac{V^2}{2gR}$

V = mean velocity [m/s]
 D = hydraulic diameter [m]
 k = surface roughness [m]
 R = hydraulic radius [m]
 S_p = slope of hydraulic gradient
 g = gravitational head loss [m]
 L = length between two head loss [m]
 Q = water quantity [m³/s]

Catchment Details

Catchment	Description	Area	% Impervious	Impervious Area	Pervious Area	Roof Area	Other Impervious Area	Pervious Area	Weighted c	Peak Flow from Catchment (L/s)
A		12886	50%	6443	6443.00	40%	10%	50%	0.62	214.8
				0	0.00	0%	0%	100%	0.30	0.0

Pipe Capacity

Pipe	Roughness Factor	Pipe size(mm)	Pipe Slope (%)	Velocity (m/sec)	Capacity (Q = VA)	Peak Flow from Catchment (L/s)	Does pipe have sufficient capacity?
KN_SWL0401	1.5	300	1.70	1.81	127.8	214.8	NO





Client : Gemscott Limited
 Site address : 12-16 Mangakahia Road
 Job name : 12-16 Mangakahia Road
 Job number : A24056
 Sheet : Flow attenuation

Date : 16/09/2024
 Design : JR
 Review :

HEC HMS Flows

Event	Pre Flow (m ³ /s)	Pre Flow (L/s)	Pre 80% Flow (L/s)	Post Dev Flow (L/s)	Pre Volume (m ³)	Catchment Area (km ²)	Catchment Area (m ²)
2 Yr	0.0614	61.4	49.1	49.1	333.8	0.0039	3900
5 Yr	0.0832	83.2	66.6	66.6	454	0.0039	3900
100 yr	0.1607	160.7	128.6	197.9	883.4	0.0039	3900

5yr only - Lots 5, 6, 7, 8, 9 direct to Outlet, all others into JOAL tank

Unit	Orifice Diameter (mm)	Orifice Area (m ²)	Tank Volume (m ³)	
1	30	0.0007069	2	
2	31	0.0007548	2	
3	31	0.0007548	2	
4	31	0.0007548	2	
5	23	0.0004155	2	
6	23	0.0004155	2	
7	23	0.0004155	2	
8	31	0.0007548	2	
9	31	0.0007548	2	
10	23	0.0004155	2	
11	27	0.0005726	2	
12	28	0.0006158	2	
13	31	0.0007548	2	
Road/JOAL 2 yr	118	0.0109359	22.4	64 x 350L aquacomb
5 yr	86	0.0058088		
Total			48.4	

100 YR eastern BDY Weir

Pre Dev		
Length	53	m
Depth	0.0147	m
Depth	14.7	mm
Flow	0.1607	m ³ /s

Post Dev		
Length	53	m
Depth	0.0169	m
Depth	16.9	mm
Flow	0.1980	m ³ /s

Difference		
Depth	2.2	mm
Flow	0.0373	m ³ /s
Flow	37.3	L/s

Mannings

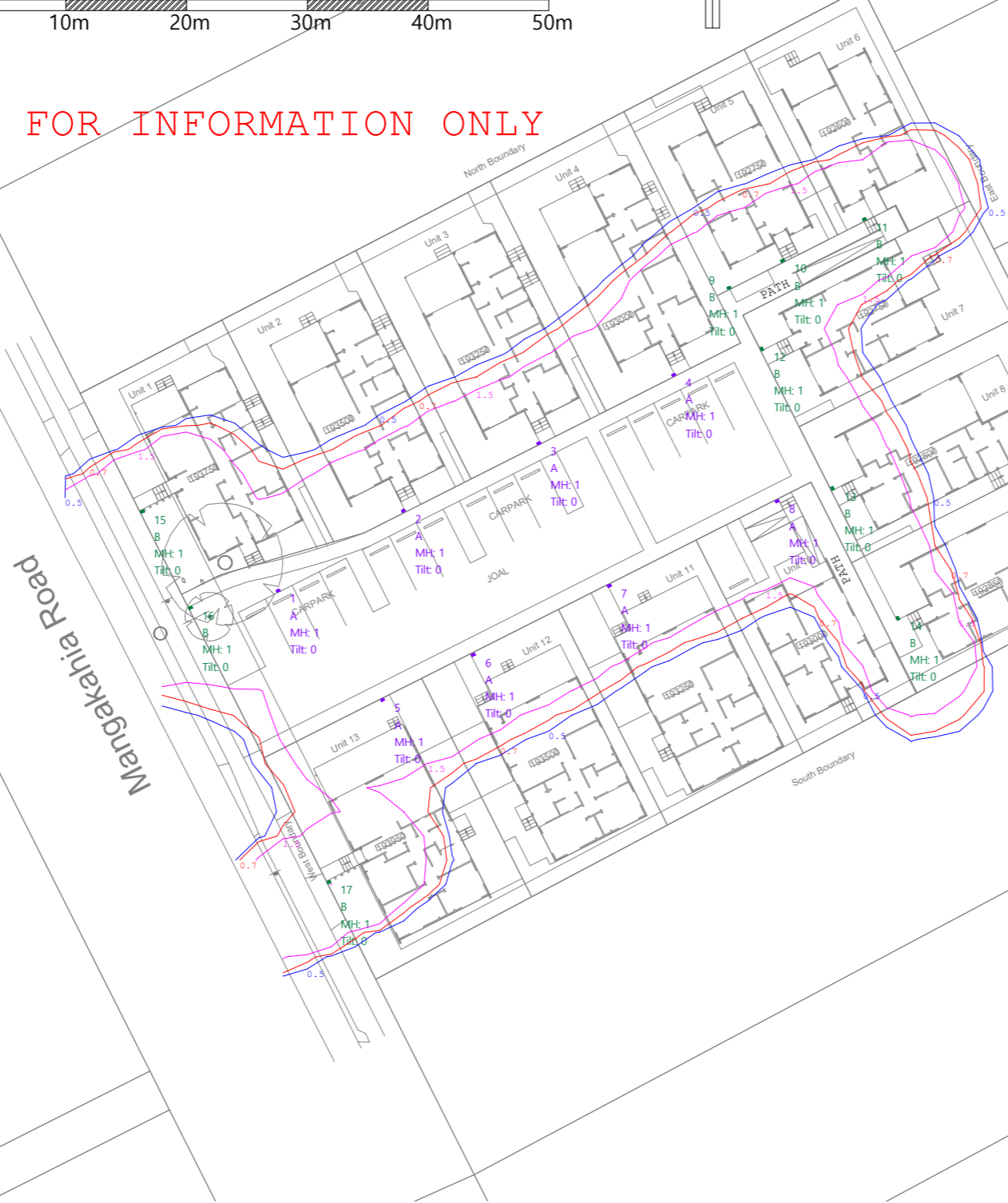
Pre Dev		
Length	53	m
Depth	0.01498	m
Depth	14.98	mm
Slope	0.01	%
Perimeter	53.02996	m
Area	0.79394	m ²
Hydraulic Radius	0.0150	m
n	0.03	
Velocity	0.2025	m/s
Flow	0.1608	m ³ /s

Post Dev		
Length	53	m
Depth	0.01698	m
Depth	16.98	mm
Slope	0.01	%
Perimeter	53.03396	m
Area	0.89994	m ²
Hydraulic Radius	0.0170	m
n	0.03	
Velocity	0.2201	m/s
Flow	0.1981	m ³ /s

Difference		
Depth	2.0	mm
Flow	0.0373	m ³ /s
Flow	37.3	L/s



FOR INFORMATION ONLY



GENERAL NOTES:

- Lighting calculations are based upon initial lamp lumens with a maintenance factor applied & derived in accordance with AS/NZS 1158 as shown below.
- Obtrusive and spill lighting calculation results are based on a maintenance factor/ LLF of 1.
- Isolux lines show illuminance values at grade.
- Luminaires are mounted at the heights as indicated on the drawing. Tilts (upcast) = 0 for all proposed luminaires.
- The tilt for all luminaires shall be an angle of 0 measured from the horizontal unless otherwise stated. The luminaires shall be installed parallel to the surface that is being lit.
- Lighting calculations are subject to the accuracies & tolerances in accordance with AS/NZS 3827.1:1998 & AS/NZS 3827.2:1998. These accuracies & tolerances include variances in the building dimensions & obstructions, surface finishes, luminaire positioning & aiming, ambient temperature, atmospheric conditions, luminaire photometry, lamp output, lighting design software, electrical supply & instrument calibration.
- The contractor shall ensure prior to installation, required clearances are met from underground services, especially high-voltage cables and high pressure gas lines.
- The software used for the calculations is AGI32 by Lighting Analysts.
- Road Category
JOAL: PR2
PATHs: PP3
Carparks: PC3

MAINTENANCE FACTOR (MF)

Lamp Lumen Maintenance Factor (LLMF)
 * LED lamp lumen depreciation after 50,000 hours of operation
 - In accordance with IESNA TM-21-11 & LM-80-08

Luminaire Maintenance Factor (LMF)
 * IP6X Luminaire IP rating
 * Urban Environmental Zone
 * Luminaire cleaning every 72 months
 - Maximum LMF allowed per table 3.2 of AS/NZS 1158.3.1:2020 is 0.84

Maintenance Factor (LABEL A | B) = LLMF x LMF = 0.95 x 0.84 => 0.80



Label A | B: Denver iD

Luminaire Schedule					
Symbol	Label	Qty	LLF	Arrangement	Description
	A	8	0.800	Single	Holophane Denver iD 20W System Type DO Optic NR 3000K 1m height
	B	9	0.800	Single	Holophane Denver iD 14W System Type DO Optic NR 3000K 1m height

Isoline Legend	
Illuminance (Lux)	
Color	Value
	0.5
	0.7
	1.5

PROJECT NAME 12-16 Mangakahia Road Kaikohe	DRAWING MAINTAINED ISOLINES	REV 1	COMMENTS CONCEPT	DATE 31/07/2024
	CLIENT CIVIX	1_2	ALL BOLLARDS	15/08/2024
PROJECT ID ADLT-15XXX	TYPE PRIVATE LIGHTING DESIGN			



DESIGN SL	PURPOSE FOR INFORMATION	
CHECK -	SCALE 1:500 @ A3	DATE 15/08/2024
SALES MANAGER AAB	REV 1_2	PAGE 1

Denver iD Bollard



The Denver iD: Bollard combines a cohesive family aesthetic with an unrivalled system performance - perfect for creating the ideal design-inspired landscape. Featuring a patented Transition Zone the Denver iD: Bollard offers improved visual comfort; perfect for the unique requirements of pedestrian-friendly amenity spaces.

PERFORMANCE SUMMARY

- Available in lumen packages of 500 to 3000 (delivered lumens).
- 2 optimised optical distributions including Single or Double-sided optics.
- 2700K, 3000K & 4000 options available.
- CRI > 70.
- Integrated presence detector, controls and emergency options (c.300 lm in emergency mode).
- Enhanced vandal resistance.
- Warranty: 5 Year manufacturer's warranty

TYPICAL LUMINAIRE PERFORMANCE

Configuration	Delivered lumens	Circuit power (W)	Driver output current (mA)	Luminaire total no. of LEDs	Luminaire efficacy (lm/W)
DBD.LA01X.SU	c.500	6	270	5	85
DBD.LA01X.DO	c.1,000	9	265	10	110
DBD.LA01X.SU	c.1,000	11	585	5	90
DBD.LA02X.DO	c.1,500	14	425	10	106
DBD.LA02X.SU	c.1,500	18	1000	5	85
DBD.LA02X.DO	c.2,000	20	600	10	101
DBD.LA03X.DO	c.3,000	29	850	10	90

- Lumen data is considered to be representative of the configuration shown, and may vary, with a tolerance on flux of +/- 7% (typical of LED manufacturers data) and luminaire power of +/- 5%.

LUMEN MAINTENANCE FACTORS

Product range:		Denver iD Bollard				
Ambient	"Lamp" Type	Wattage	LMF after.....			
			20000Hrs	50000Hrs	80000Hrs	100000Hrs
25°C	LA01x.SU	6W	0.99	0.96	0.95	0.94
	LA02x.SU	11W	0.98	0.95	0.93	0.92
	LA02x.SU	18W	0.97	0.94	0.91	0.9
	LA01x.DO	9W	0.98	0.96	0.93	0.92
	LA02x.DO	14W	0.975	0.955	0.925	0.91
	LA02x.DO	20W	0.97	0.95	0.92	0.9
	LA03x.DO	29W	0.965	0.93	0.9	0.88



Revision: 20/07/2021

Denver iD Bollard

FEATURES & BENEFITS

Exceptional Performance

- Achieves spacings of up to 12m at 10lux average/2lux minimum.
- Available with both a single or double sided optical distributions. Giving flexibility to put light where it's needed.
- Patented Transition Zone helps to reduce perceived glare of LEDs.

Easy installation & maintenance

- LED module uses a plug and play system and can be removed from the luminaire as one unit to aid in easy access to the base of the luminaire for installation.
- A removable/upgradeable LED module and easy access to gear compartment ensures that key components can be removed and replaced if required.

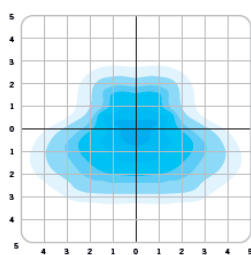
Fully controllable

- Integrated discrete PIR sensor option for motion sensing capabilities either per luminaire or as a group of luminaires.
- Integrated 1hr & 3hr emergency options.

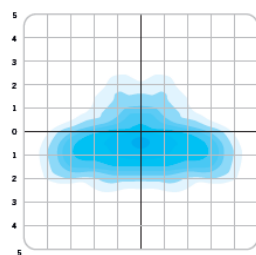
SPECIFICATION

Holophane Denver iD: Bollard Denver consists of LM6- extruded Aluminium body and a removable LED module manufactured from LM6 marine grade die-cast aluminium with integrated thermal management properties. The LED module optical arrangement consists of LEDs with individual PMMA optical lenses surrounded by a patented white Transition Zone to reduce perceived glare and up light. This is sealed behind high-transparency clear Polycarbonate extrusion. Both luminaire body and LED module are sealed to IP65 and rated IK10. Drivers and LED are mounted separately from each other to promote low operating temperatures and long system life. Mounting of the luminaire is facilitated by using the mounting base of the bollard through specifically drilled points. Cable entry and termination to the luminaire is via an IP65 cable gland. Access to the luminaire is via 2 x nuts.

OPTICS

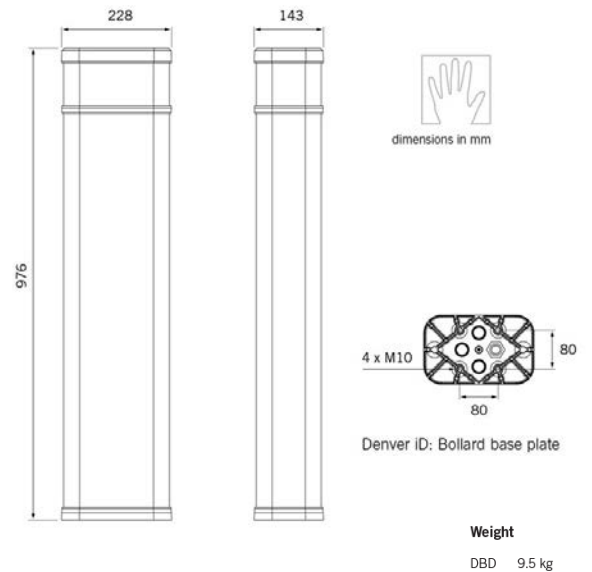


Asymmetric (.AY)



Long & Narrow (.NR)

DIMENSIONS



INSTALLATION

Denver iD: Bollard has been designed to facilitate easy installation. With only two nuts needed to remove the bollard LED module and combined gear, this makes it easy to quickly remove the bollard head to access the mounting base of the luminaire.

Installation is achieved either using the standard base or in conjunction with a root spike. The base has 4 x mounting holes to ensure stability.



Denver iD Bollard

ORDERING INFORMATION



Code	Luminaire (required)									
DBD	Denver iD Bollard									
Code	Series (required)									
.1	Series 1									
Code	Lamp Type (required)									
.LA012	LED light engine producing c.1,000 lm with a nominal 2700K colour temperature									
.LA022	LED light engine producing c.2,000 lm with a nominal 2700K colour temperature									
.LA013	LED light engine producing c.1,000 lm with a nominal 3000K colour temperature									
.LA023	LED light engine producing c.2,000 lm with a nominal 3000K colour temperature									
.LA014	LED light engine producing c.1,000 lm with a nominal 4000K colour temperature									
.LA024	LED light engine producing c.2,000 lm with a nominal 4000K colour temperature									
Code	Optical Enclosure (required)									
.SU	Single Sided (5LEDs)									
.DO	Double sided (10LEDs)									
Code	Distribution (required)									
.AY	Asymmetric									
.NR	Long and Narrow light distribution									
Code	Head Height (option)									
.H75	750mm high									
.H100	1000mm high									
Code	Colour (required)									
.C1	Smooth White (RAL9016)									
.C4	Graphite (RAL 7011)									
.O6	Smooth Grey (RAL7035)									
.C7	Black (RAL9005)									
.O9	Metallic Silver (RAL9006)									
.RAL****	RAL Colour (Customer choice)									
Code	Shields (option)									
.LS	Internal light shield									
Code	Paint Finish (option)									
.C	Enhanced Paint Finish									
Code	Voltage Electrical Class (option)									
.CII	Class II									
Code	Photocell (option)									
.TSZ	Complete with miniature 70 lux factory fitted photocell									
Code	Controls (option)									
.CA	Internal Controlux Air node									
.PIR1	Passive Infrared Sensor. Switches off luminaire when no occupancy detected after 20 minutes									
.PIR2	Passive Infrared Sensor both sides. Switches off luminaire when no occupancy detected after 20 minutes									
Code	Emergency (option)									
.EM1	1hr maintained integrated emergency. Self-test									
.EM3	3hr maintained integrated emergency. Self-test									
Code	Cut Out (option)									
.MCB	Mini Circuit Breaker									
Code	Dimming Outputs (option)									
.LRD	LED Regulable Dali									
.LRT*****	Customer specified pre-set dimming									
Code	Control Gear - 4 (option)									
.CL7	Programmed to deliver 70% of the initial lumens over the life of the luminaire									
.CL8	Programmed to deliver 80% of the initial lumens over the life of the luminaire									
.CL9	Programmed to deliver 90% of the initial lumens over the life of the luminaire									
Code	Auxiliary Circuits - 14 (option)									
.TW	Through Wiring									
Code	Screws - 21 (option)									
.V1	Vandal-resistant screws									
DBD	.LA012	.SU	.AY	.H75	.C1	.LS	.C	.CII	.TSZ	.CA
Example										

accessories

Code	
DBD.VK	Vandal Key
DBD.ROOT	Root Mounting Spike to fit Flange Base Denver iD Bollard. Includes set of 2 Bolts M10 x 100mm
DBD.FT	Set of 2 Bolts M10 x 100mm for Flange Base Fixing

Note: The specifications of the Holophane luminaire, all descriptions, illustrations, drawings and specifications in the Holophane catalogue and website represent only general particulars of the goods to which they apply and shall not form part of any contract. The company reserves the right to change specifications at its discretion without prior notification or public announcement.

From: [Sarah Robson](#)
To: [Nick Williamson](#); [Swetha Maharaj](#); [Sujeet Tikaram](#); [Nadia de la Guerre](#)
Cc: [Brad Hedger](#); [Ash Vodnala](#); [Jasem Saleh](#)
Subject: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Meeting Notes
Date: Wednesday, 10 July 2024 4:25:41 pm
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.jpg](#)
[12-16 Mangakahia Road_2024-07-09.docx](#)
[2024-07-02 - Mangakahia Road - 15% KO review.pdf](#)
[image009.gif](#)

Good afternoon all,

Below are details of our meeting yesterday, including a summary of the key discussion points raised and action points. Please review and advise if I have gotten anything incorrect.

[@Nick](#), I've sent the CDM form to Jasem to sign, we'll get that through to you shortly.

12-16 Mangakahia Road, Kaikohe

Pre-application Meeting #1

Location: Online MS Teams (transcript attached)

Attendees:

- Nick Williamson – FNDC TL Resource Consents
- Swetha Maharaj – FNDC Planner
- Brad Hedger – FNDC Development Engineer (Resource Consents)
- Sujeet Tikaram – FNDC Development Engineer (Infrastructure)
- Sarah Robson – CKL Planner
- Ash Vodnala – CKL Engineer
- Jasem Saleh – Gemscott (Applicant)

Summary of Key Discussion Points:

Proposal (site plans attached)

- 13 single storey dwellings (transportable units)
- Shared accessway, with 1 parking space per 1-2 bedroom units and 2 parking spaces for 3+ bedroom units
- Social housing development with 3 accessible units
- Land use and subdivision consent, aiming for general compliance with all bulk and location standards, infringing residential intensity

Stormwater

- AV outlined the proposed servicing:
 - Proposed attenuation for a 5yr event, mitigation via above ground tanks for roof area and below ground tank for paved areas
 - A downstream impact assessment will be prepared and supplied with the resource consent application
 - Preferred servicing via a new public SW line through neighbouring site/s to existing

network in Purdy Street

- ST advised there is known flooding in Purdy Street
- BH raised concerns with below ground attenuation tanks given flatness of the site
- BH advised assessment of downstream impacts must model down to the outlet in Kowhai Ave. System is currently overcapacity and there is localised flooding in Kowhai Ave. An upgrade of the network in Kowhai Ave may be required.
- ST noted that consultation may be required with the NTA regarding physical works and ownership of new infrastructure in Kowhai Ave
- ST & BH advised that an easement is required for new public infrastructure over private land (4-5m wide potentially)
- SR queried if this was needed for public infrastructure – both SR & NW to investigate
- BH noted that the easement requirements are in the Engineering Standards and if not provided this would be a deviation from standards (DFS)
- BH enquired about how overland flow would be managed
- AV to provide more details on OLFP design before next meeting
- BH noted that while the carparking area is quite large, the co-efficients will be different from a paved carpark

Wastewater

- AV explained that the proposal will result in a re-alignment of the WW line that traverses the site. This will result in manholes and lines in proximity of the new dwellings. Further work and coordination with the architect is required.
- JS noted that piles will be avoided in proximity to the new WW line given advice from geotechnical report – only shallow piles will be proposed due to ground condition
- ST advised there were limited capacity constraints in the immediate environment, however Council is undertaking work to understand capacity constraints further down the catchment
- ST raised concerns about proximity of the proposed manhole to dwelling and advised that no buildings will be approved over the relocated line to ensure Council access
- BH noted that an easement is also required for WW (2m clearance for easement)
- ST advised that less than 2m easements will also require a DFS and that Council usually only accepts DFS where the proposal achieves a better outcome than the standards required. However, this did not mean it was a certain 'no', Council will need to consider whether safe and practical access is achieved and can be maintained

Water

- AV noted that pressure testing will be undertaken, it is intended to connect via Mangakahia Road
- BH queried whether re-use of water is an option within this proposal
- AV & JS advised that aboveground attenuation tanks can be used for water gardens etc but no other purpose
- BH advised there is current issues with reservoir capacity and the current condition of the water line in Mangakahia road is unknown. If hydrant testing returns a low pressure result, sprinkles may be required to mitigate effects for fire fighting purposes

Other items

- BH noted a developer agreement for financial contributions for public infrastructure may be required. It was also noted that if the proposal has a net benefit to the community (i.e.

extension of a SW line that will allow other properties to connect in the future) this may not be required. This is to be determined.

- SR requested that NW provide some context to potential costs where developer agreements have been required for other developments in Kaikohe
- BH noted that more than 8 dwellings/lots requires a public road, as this is proposed to be private the Council will be considering amenity provided (this should be to public road standards, i.e. sufficient lighting and pedestrian access). An traffic impact assessment is recommended.
- SR requested that Waka Kotahi and NTA are invited to attend next meeting
- SR outlined the specialist reports to be provided with the RC application:
 - Scheme Plan
 - Engineering Plans and Infrastructure Report
 - Architectural Plans
 - Landscape Plan
 - Lighting Plan
 - Stormwater Management Report
 - Waste Management Plan
 - Geotechnical Report
 - Traffic Impact Assessment
- SR noted there were no known contamination/ historic HAIL activities on the site so no PSI will be provided. Comment in the AEE will cover this.

Action Points for next Meeting

- AV to complete more detailed assessment of downstream impacts on the SW network (attenuation required) and OLFP management, information to be provided to ST & BH for review before next meeting by 18/07/24 so their feedback can be provided at the next meeting
- AV to provide pre & post flows for WW, information to be provided to ST & BH for review before next meeting by 18/07/24 so their feedback can be provided at the next meeting
- SR & NW to investigate need for easements for new public infrastructure lines in private property – Will a DFS be accepted where no easement is proposed?
- NW to investigate what costs were required for developer agreements at other projects in Kaikohe
- NW to set up regular meeting invite (fortnightly) – Waka Kotahi and NTA to attend next meeting

Kind regards,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI [+6492205964](tel:+6492205964) | P [09 524 7029](tel:095247029) | M [022 070 8256](tel:0220708256) | sarah.robson@ckl.co.nz | [Level 4, 139 Carlton Gore Road, Newmarket 1023](#) | www.ckl.co.nz



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From: Nick Williamson <Nick.Williamson@fndc.govt.nz>

Sent: Tuesday, July 9, 2024 2:12 PM

To: Sarah Robson <Sarah.Robson@ckl.co.nz>; Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>; Sujeet Tikaram <Sujeet.Tikaram@fndc.govt.nz>; Nadia de la Guerre <Nadia.DeLaGuerre@fndc.govt.nz>

Cc: Brad Hedger <Brad.Hedger@fndc.govt.nz>

Subject: Re: 12-16 Mangakahia Road

Hi everyone

Transcript attached FYI.

Kind regards



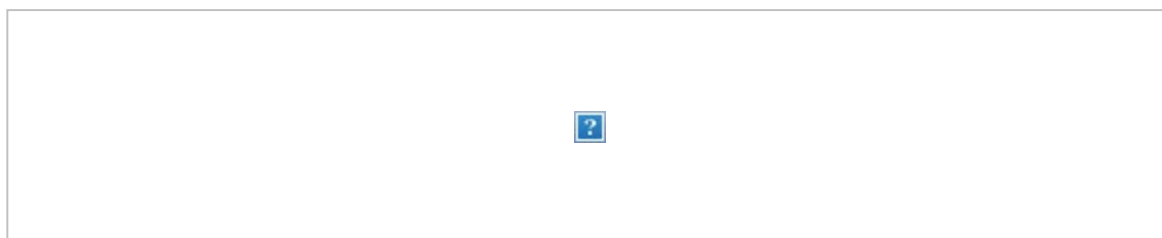
Nick Williamson

Team Leader - Resource Consents

M 0272666489 | P +6494015237 | Nick.Williamson@fndc.govt.nz

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From: Nick Williamson

Sent: Monday, July 8, 2024 14:54

To: Sarah Robson <sarah.robson@ckl.co.nz>; Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>;
Sujeet Tikaram <Sujeet.Tikaram@fndc.govt.nz>; Nadia de la Guerre
<Nadia.DeLaGuerre@fndc.govt.nz>

Cc: Brad Hedger <Brad.Hedger@fndc.govt.nz>

Subject: 12-16 Mangakahia Road

When: Tuesday, July 9, 2024 1:00 PM-2:00 PM.

Where: Microsoft Teams Meeting

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From: [Elizabeth Stacey](#)
To: [Sarah Robson](#); [Nick Williamson](#); [Swetha Maharaj](#); [Elizabeth.Stacey@nta.govt.nz](#)
Cc: [Zita Talaic-Burgess](#); [Ash Vodnala](#); [Michael Hall](#); [Jasem Saleh](#); [Chris Moller](#)
Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Meeting #3 Notes
Date: Monday, 12 August 2024 3:19:41 pm
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)

Sarah;

As expected. Happy with the information provided below. Please include a summary of the parking analysis with your application but no concerns on my side. Appreciate the vehicle tracking information – again no show stoppers here. Thank you.



Elizabeth Stacey

Senior Road Safety & Traffic Engineer - Transportation Safety and Traffic Engineering
M 0272467309 | P +6494015274 | Elizabeth.Stacey@fndc.govt.nz

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From: Sarah Robson <Sarah.Robson@ckl.co.nz>
Sent: Monday, August 12, 2024 2:29 PM
To: Nick Williamson <Nick.Williamson@fndc.govt.nz>; Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>; Elizabeth.Stacey@nta.govt.nz; Elizabeth Stacey <Elizabeth.Stacey@fndc.govt.nz>
Cc: Zita Talaic-Burgess <Zita.Talaic-Burgess@ckl.co.nz>; Ash Vodnala <ash.vodnala@ckl.co.nz>; Michael Hall <michael.hall@ckl.co.nz>; Jasem Saleh <jasem@gemscott.co.nz>; Chris Moller <chris@gemscott.co.nz>
Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Meeting #3 Notes

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Hi all,

Apologies for the delay. Below are comments from our traffic team ahead of our catch up tomorrow morning. [@elizabeth](#), hopefully you'll have some time to review before the meeting.

"In response to the discussion, we have prepared some extra information below. This will all be included in our reporting as well but hopefully it clarifies things from our meeting. Happy to discuss more tomorrow as well.

We have undertaken a review of the on-street parking within 50m of the site along SH15. To the south of the site, there is no on-street provision as there is the side hatching provided where there is the change in speed limit associated with the school zone and also an intersection with Guerin Street. To the north, there is capacity for approximately 10 cars within 50m of the site, five in the red area and 5 in the blue area as shown on the figure below. Note that the red area, while longer, does have a driveway through it hence why the capacity is only for five vehicles.

A review of historical Google aerial and streetview imagery from the last 10-years has identified a maximum overall demand in these areas of 6 vehicles. The average parking demand in this area was 2.3

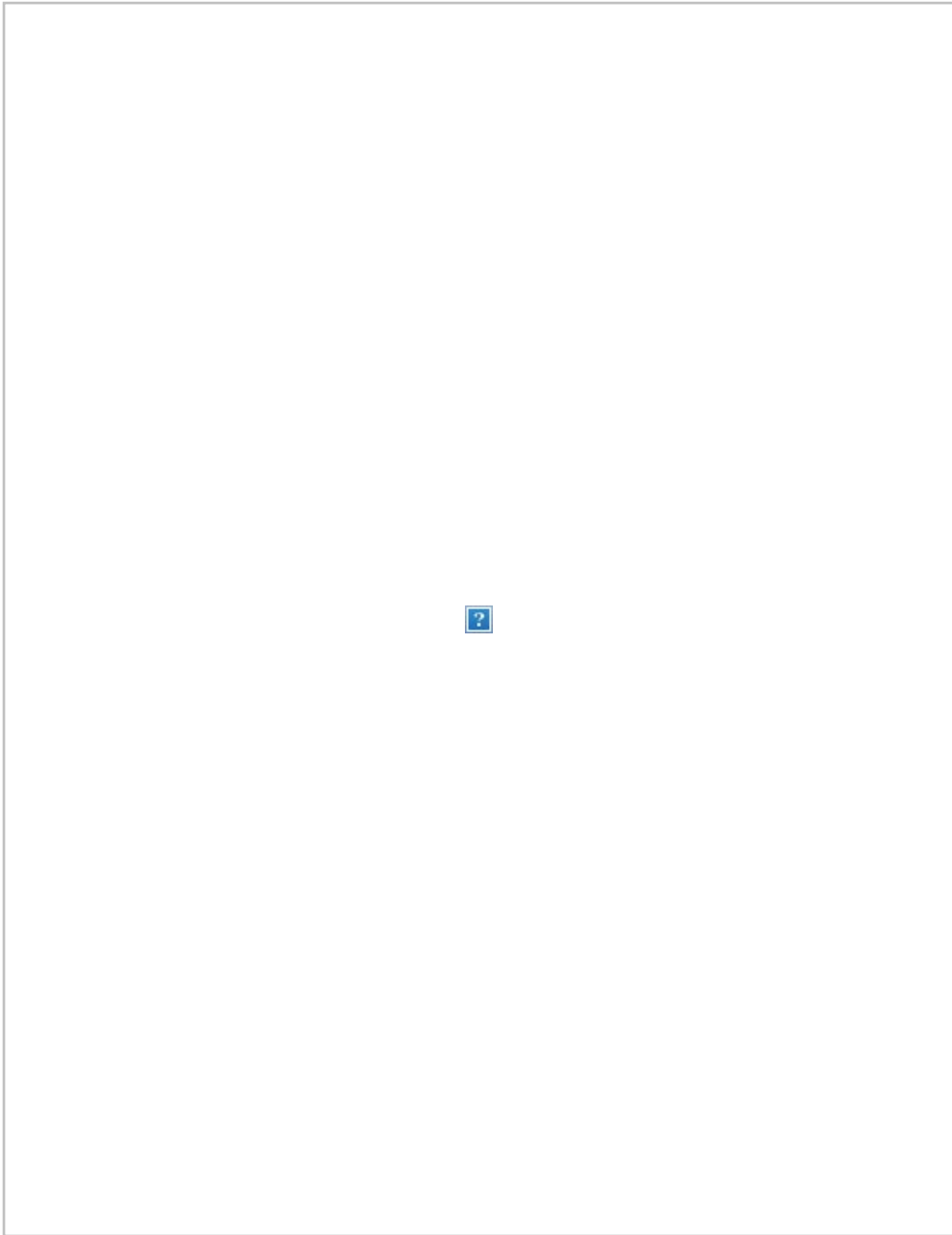
vehicles with a maximum of 6. We also compared the red and blue area to determine whether any users of overflow parking would be required to cross the road. The red side, being adjacent to the site and therefore not requiring people to cross the road, had an average demand of 1.3 vehicles and a maximum of 3 vehicles. The table below summarises these findings.

Source	Time	Red	Blue	Total
Streetview	May-23	1	2	3
	Jul-19	0	0	0
	Dec-18	3	2	5
	Feb-13	3	0	3
Aerial	Oct-23	2	1	3
	Mar-23	0	1	1
	May-22	1	1	2
	Apr-22	1	0	1
	Aug-20	1	0	1
	Sep-19	2	4	6
	Jan-19	0	0	0
	Oct-16	0	1	1
	Jan-16	2	1	3
	Sep-13	2	1	3
	Average	1.3	1.0	2.3

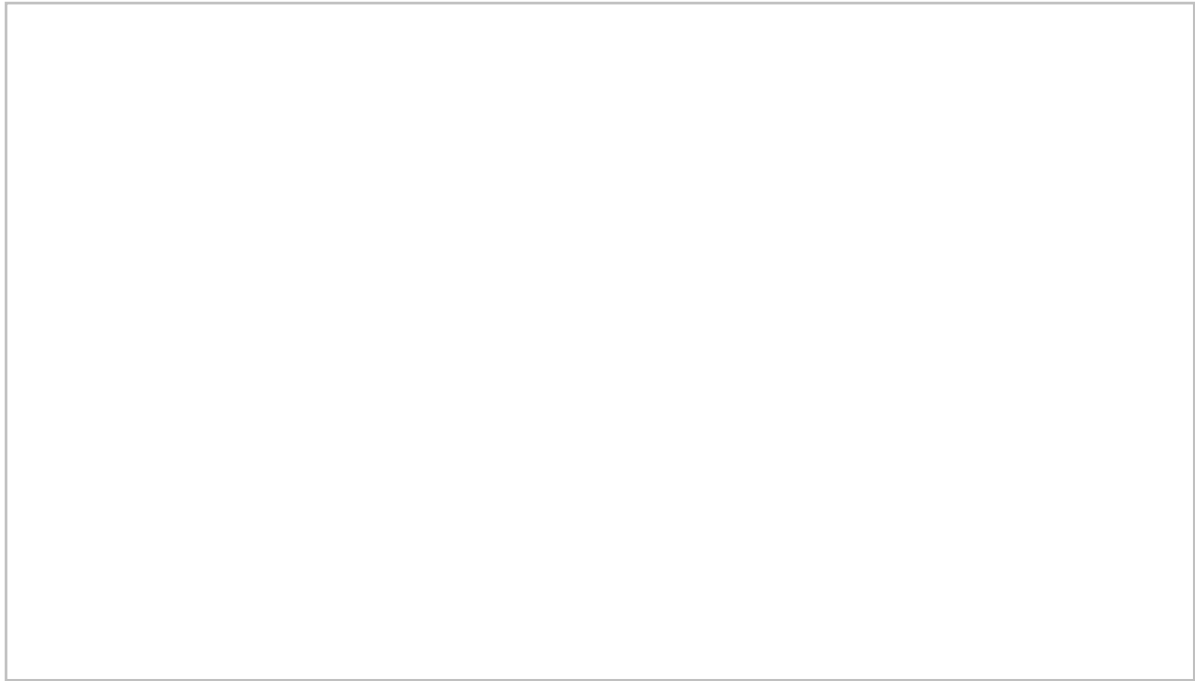
As a summary of previous parking demand analysis, we had identified a demand of 20 spaces and hence the 22 proposed exceed this demand. Parking demand also based on KO requirements which are derived from their experience. Parking supply is technically 4 spaces short of District Plan requirements. Review of on-street parking demands has identified that there is at least four spaces available on street and at least two that are adjacent to the site.

It is noted that the aerial and streetview imagery is from the middle of the day when residential parking demands are low and employment parking is high. Therefore, on-street parking demand is likely to be even less overnight than what has been observed from historical imagery. Furthermore, you had mentioned that the Bunnings nearby has or is about to close thereby also likely to reduce on-street parking demand. Given these various measures, it is considered that the existing on-street parking provision is appropriate for the site. No changes would therefore be needed to the existing parking demands.

Additional parking is available further north of these areas.



In addition to parking, we have also undertaken vehicle tracking of the parking spaces within the site, see image below. Redlines tracking lines are the body of the vehicles and the blue lines are a 0.3m buffer around the body and hence vehicles are at least 0.3m from walls, fences or other vehicles. Slightly less bright green on the image represents the paths within the site. These will be flush with the JOAL and hence are traversable for vehicles.



”

Thanks,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI [+6492205964](tel:+6492205964) | P [09 524 7029](tel:095247029) | M [022 070 8256](tel:0220708256) | sarah.robson@ckl.co.nz | [Level 4, 139 Carlton Gore Road, Newmarket 1023](#) | www.ckl.co.nz

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From: Sarah Robson

Sent: Wednesday, August 7, 2024 3:24 PM

To: Nick Williamson <Nick.Williamson@fndc.govt.nz>; Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>; Elizabeth.Stacey@nta.govt.nz

Cc: Zita Talaic-Burgess <Zita.Talaic-Burgess@ckl.co.nz>

Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Meeting #3 Notes

Thanks Nick,

We appreciate you looking into this for us. I'll provide your finding to my client and we'll discuss the risks of not just seeking an easement up front.

We'll come back to you but yes we'll proceed with this being flagged as a risk item.

I've asked Elizabeth to attend our meeting next week as we'll aim to have some information through later this week regarding tracking and parking demand in Mangakahia Road.

Kind regards,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI [+6492205964](tel:+6492205964) | P [09 524 7029](tel:095247029) | M [022 070 8256](tel:0220708256) | sarah.robson@ckl.co.nz | [Level 4, 139 Carlton Gore Road, Newmarket 1023](#) | www.ckl.co.nz

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From: Nick Williamson <Nick.Williamson@fndc.govt.nz>

Sent: Wednesday, August 7, 2024 2:26 PM

To: Sarah Robson <Sarah.Robson@ckl.co.nz>; Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>; Elizabeth.Stacey@nta.govt.nz

Cc: Zita Talaic-Burgess <Zita.Talaic-Burgess@ckl.co.nz>

Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Meeting #3 Notes

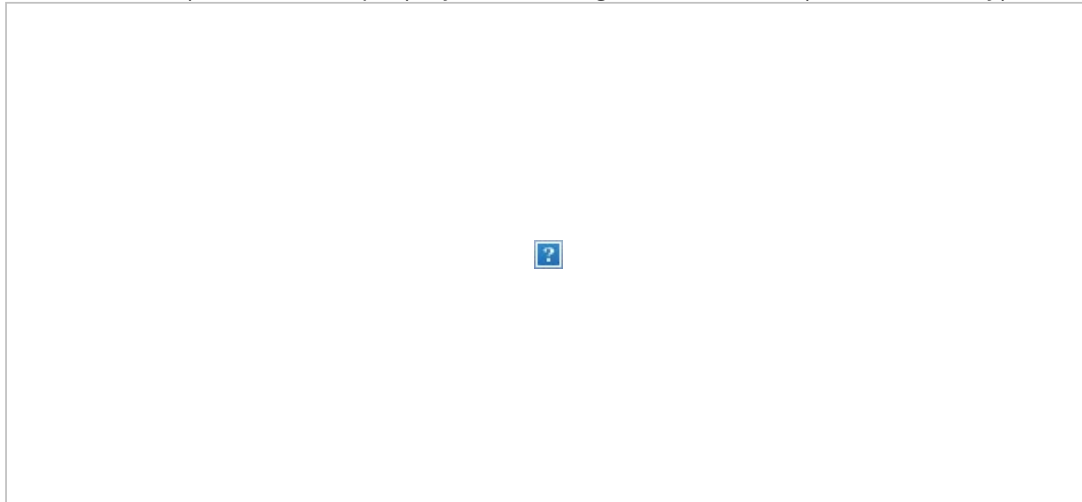
Hi Sarah

After Sujeet said at a previous meeting that it was not a specific requirement or concern of his as asset manager (saying it was a matter for the Council's Legal Team), I did some further research into the legislative requirements and if I could find any background to how the easement requirement came to be in the standards.

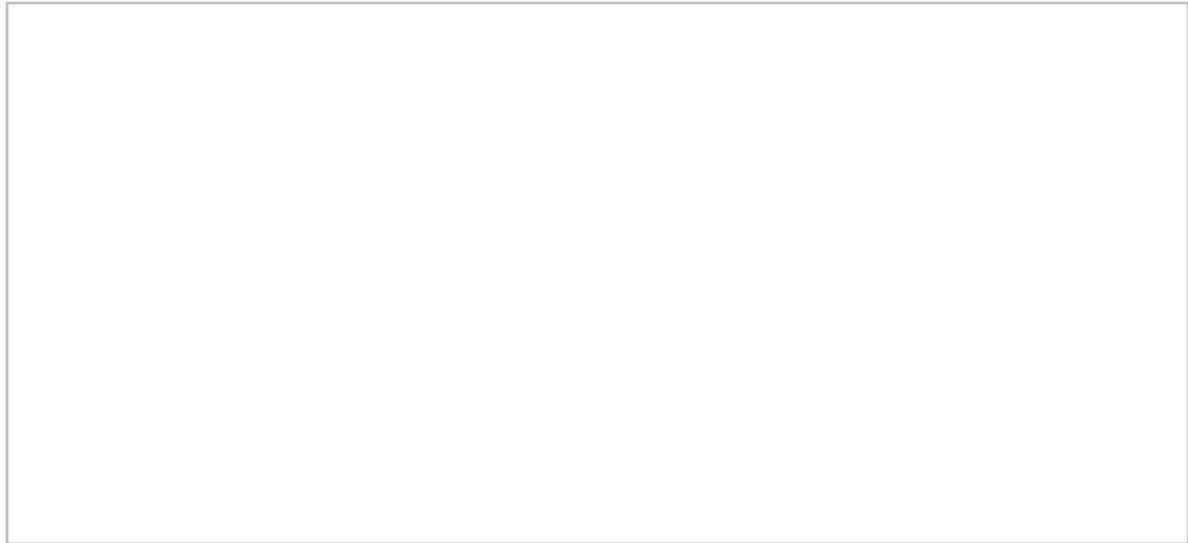
I have found some previous internal correspondence relating to a different property (privileged sorry, so can't share) that confirms that the Council had the power (in that situation) to access private property to undertake maintenance/upgrading works without needing an easement.

In my experience with other territorial authorities, easements are not usually required for public SW or WW assets as Councils have power under the LGA 2002 and PWA81. I have looked through the Council's By-Laws and cannot find any relating to SW Assets or any requirement for them to be protected by easements.

The District Plan (Subdivision Chapter) says the following about easements (*where necessary*):



The Engineering Standards contains the following requirement for easements "*except where the reticulation is contained within the side boundary restrictions, specified in the District Plan or as otherwise directed by resource consent conditions.*":



By my reading of the Engineering Standards and District Plan, there is some discretion for the Council to *not* require easements over all proposed public assets to vest.

My questions to the Council's Legal Team were:

1. Are there any other Council Policies or By-Laws that relate to this 'requirement' to provide easements?
2. Who has the delegation to permit a departure from the Engineering Standards as they relate to legal protection of public assets to vest?

On the face of it, I would expect that the delegation lays with me, but I would not like us all to be in a situation post-consent (such as the EPA process for King Street) where the subject is re-litigated.

I'm conscious that your client has been holding off meeting with the neighbour until this is confirmed, but we might need to advance with this item flagged as a potential future risk.

Within the scope of my delegation, I would be satisfied for your application to propose no easement on the basis that the new line is to be located within the side yard of the adjoining site as a public line (which will be recorded and marked on the Council's GIS maps). I also note that the side yard requirement (Operative and Proposed) is 1.2m, so your engineers may need to give some thought as to whether this is sufficient and practical for maintenance purposes relative to the size, alignment, and depth of the proposed SW line.

While I'd love to offer greater certainty, I've gone as far as I can with the info I have.

Kind regards



Nick Williamson

Team Leader - Resource Consents

M 0272666489 | P +6494015237 | Nick.Williamson@fndc.govt.nz

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From: Sarah Robson <Sarah.Robson@ckl.co.nz>

Sent: Wednesday, August 7, 2024 11:37

To: Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>; Nick Williamson <Nick.Williamson@fndc.govt.nz>;
Elizabeth.Stacey@nta.govt.nz <Elizabeth.Stacey@nta.govt.nz>

Cc: Zita Talaic-Burgess <Zita.Talaic-Burgess@ckl.co.nz>

Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Meeting #3 Notes

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Thanks Swetha.

Regarding the rubbish collection, the bins will be stored within the lots and wheeled out for collection on rubbish day. We just want to make sure Council is comfortable with this approach.

Has there been any further development on the easement query?

Kind regards,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI [+6492205964](tel:+6492205964) | P [09 524 7029](tel:095247029) | M [022 070 8256](tel:0220708256) | sarah.robson@ckl.co.nz | Level 4, 139 Carlton Gore Road, Newmarket 1023 | www.ckl.co.nz



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From: Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>

Sent: Wednesday, August 7, 2024 11:28 AM

To: Sarah Robson <Sarah.Robson@ckl.co.nz>; Nick Williamson <Nick.Williamson@fndc.govt.nz>; Elizabeth.Stacey@nta.govt.nz

Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Meeting #3 Notes

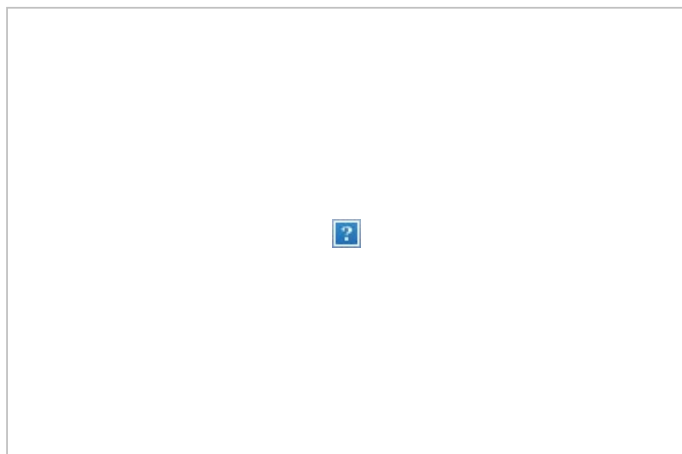
Hi Sarah,

Apologies for the late response.

From a planning perspective, the typologies/architectural design proposed are OK, therefore we are relatively comfortable with the dwelling design. I am OK with the proposed landscaping as well.
How are you coming along with the written approvals for the setback/sunlight infringement?

In respect to the public rubbish collection, can you please provide further information. Are you looking to have the bin placed on the berm ? The plans we have (snippet below), show the bins contained within the lots.

If you are looking to have it on the berms, you will require a Licence to Occupy from NZTA Waka Kotahi.



Swetha Maharaj

Intermediate Resource Planner - Resource Consents Team 2
M [0274546645](tel:0274546645) | P [+6494089407](tel:+6494089407) | Swetha.Maharaj@fndc.govt.nz



From: Sarah Robson <Sarah.Robson@ckl.co.nz>

Sent: Monday, August 5, 2024 1:08 PM

To: Nick Williamson <Nick.Williamson@fndc.govt.nz>; Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>; Elizabeth.Stacey@nta.govt.nz

Subject: FW: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Meeting #3 Notes

Importance: High

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Hi all,

I'm just following up on my highlighted query below. It would be appreciated if you can please come back asap.

@Nick, my client has also asked if you can provide some comment around the dwelling typologies/architectural design proposed. They are keen to get the building consent drawings underway but wanted some level of certainty that you and Swetha are relatively comfortable with the dwelling design.

Many thanks,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI [+6492205964](tel:+6492205964) | P [09 524 7029](tel:095247029) | M [022 070 8256](tel:0220708256) | sarah.robson@ckl.co.nz | [Level 4, 139 Carlton Gore Road, Newmarket 1023](#) | www.ckl.co.nz



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From: Sarah Robson

Sent: Thursday, August 1, 2024 2:58 PM

To: Nick.Williamson@fndc.govt.nz; Tim.Elliott@nzta.govt.nz; Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>; Nadia de la Guerre <Nadia.DeLaGuerre@fndc.govt.nz>; Ash Vodnala <ash.vodnala@ckl.co.nz>; elizabeth.stacey@fndc.govt.nz; Elizabeth.Stacey@nta.govt.nz; Michael Hall <michael.hall@ckl.co.nz>

Cc: Jasem Saleh <jasem@gemscott.co.nz>; Zita Talaic-Burgess <Zita.Talaic-Burgess@ckl.co.nz>; Ethan Yu <ethan.yu@ckl.co.nz>

Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Meeting #3 Notes

Importance: High

Hi again,

Further to the below, Gemscott have been asked by Kainga Ora if Council will be supportive of public rubbish collection. There is insufficient space within the site for communal bin storage so each unit will store their rubbish within their sites and take these out for road side collection.

@'elizabeth and @Nick / @Swetha is this an acceptable option for Council?

Many thanks,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI [+6492205964](tel:+6492205964) | P [09 524 7029](tel:095247029) | M [022 070 8256](tel:0220708256) | sarah.robson@ckl.co.nz | [Level 4, 139 Carlton Gore Road, Newmarket](#)



From: Sarah Robson

Sent: Thursday, August 1, 2024 2:53 PM

To: Nick.Williamson@fndc.govt.nz; 'Tim.Elliott@nzta.govt.nz' <Tim.Elliott@nzta.govt.nz>; Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>; Nadia de la Guerre <Nadia.DeLaGuerre@fndc.govt.nz>; Ash Vodnala <ash.vodnala@ckl.co.nz>; 'elizabeth.stacey@fndc.govt.nz' <elizabeth.stacey@fndc.govt.nz>; Elizabeth.Stacey@nta.govt.nz; Michael Hall <michael.hall@ckl.co.nz>

Cc: Jasem Saleh <jasem@gemscott.co.nz>; Zita Talaic-Burgess <Zita.Talaic-Burgess@ckl.co.nz>; Ethan Yu <ethan.yu@ckl.co.nz>

Subject: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Meeting #3 Notes

Good afternoon all,

Below are details of our meeting this morning, including action points. Please review and advise if I have gotten anything incorrect.

12-16 Mangakahia Road, Kaikohe

Pre-application Meeting #3

Location: Online MS Teams (transcript attached)

Date: 1 August 2024

Attendees:

- Nick Williamson – FNDC TL Resource Consents
- Swetha Maharaj – FNDC Planner
- Elizabeth Stacey – FNDC Road Safety & Traffic Engineer
- Tim Elliott – Waka Kotahi Safety Engineer
- Sarah Robson – CKL Planner
- Ash Vodnala – CKL Engineer
- Michael Hall – CKL Traffic Engineer

Summary of Key Discussion Points:

Proposal (site plans attached)

- 13 single storey dwellings (transportable units)
- Shared accessway, with 22 parking spaces (1 parking space per 1-2 bedroom units and 2 parking spaces for 3+ bedroom units)
- Social housing development with 3 accessible units
- 5.5m carriageway width and 2 footpaths each 1.2m wide
- Turning area for delivery/emergency vehicles
- Trip generation would be 0.85 per dwelling in the peak hour. With 13 dwellings this equates to 11 peak hour vehicle movements.
- Existing site is an office. From aerial imagery, appears to host at least 30 vehicles. Would expect all these vehicles to arrive and/or depart within an hour hence existing site trip generation would be 30 vehicles. This is more than double trips movements expected from the proposed development.
- Proposed dwellings are townhouse hence have a Traffic Intensity Factor of 7 per unit. With 13 units this gives a TIF of 91. Activity therefore falls into Discretionary range given it exceeds 40.
- Parking spaces are all at least 2.5m wide, 5m deep with 6.7m of manoeuvring space.

Roading

- TE noted that the school speed zone change had been made permanent, it is now 30kph during specific school hours
- TE advised that given the low speed zone and urban environment, Waka Kotahi will default to the District Plan and Council engineering standards for vehicle access design onto the state highway

- TE stated that consideration needs to be given to how overflow parking is managed, that there is an agreement with FNDC but that the details are still being worked though. Some concern was raised with regard to complaints where people park on the berms/footpath and FNDC will need to manage this.
- A shortfall of 4 parking spaces was noted.
- ES noted that there is a reasonable amount of parking in Mangakahia Road and that it is different from known issues on Broadway
- ES suggested that a parking survey be prepared by the applicant so we have a clear understanding of any overflow parking effects (it was noted that the Bunnings has closed down which may further increase parking availability in the road reserve)
- NW queried whether changes to the roading corridor of a state highway is an option. TE advised it was but that Waka Kotahi cannot provide any funding.
- There was a general agreement that there will be sufficient parking available in the road for visitors/overflow parking but that more information/assessment is needed to confirm this.
- SR suggested that MH and his team undertake this assessment now and provide the finding to ES for her review and feedback before we progress to RC lodgement.

Internal design/site layout

- ES requested that the footpaths within the site are demarcated with a different colour/material from the access carriageway.
- ES also requested that turning circles/movements need to be demonstrated on a plan to show how vehicle manoeuvring within the site is achieved, including the turning bay for delivery vehicles.
- ES noted that tracking curves should show that manoeuvring is not proposed over the footpath, however MH noted that some will be but this will be shown for ES to review.
- SR suggested this work is also done upfront by MH and provided to ES for comment before RC lodgement.
- ES suggested that to help offset effects of the carparking shortfall, the applicant could offer to include covered bike parking to support active transportation.
- MH queried the number of bike parking spaces that Council would like to see and ES recommended that it reflects the shortfall in parking spaces, i.e. 4 or 6 spaces, depending on what is proposed.
- NW suggested that if parking was an issue, that temporary parking on the adjacent church site could be an option. SR noted this could be discussed if there was an issue.

Other items

- NW noted that he will be attending an engineering standards workshop tomorrow and would seek an answer on the easement query for SW over the neighbours land and will provide feedback on what is required.

Action Points for next Meeting

- AV to advise whether a meeting is needed for next Tuesday (06/08/24).
- MH to provide an assessment of parking availability in Mangakahia Road to understand effects of any overflow parking on the road network. ES to review and provide feedback.
- MH to provide tracking curves for parking and delivery vehicles for ES to review.
- NW to advise on whether an easement for SW servicing is required.

Kind regards,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI +6492205964 | P 09 524 7029 | M 022 070 8256 | sarah.robson@ckl.co.nz | Level 4, 139 Carlton Gore Road, Newmarket 1023 | www.ckl.co.nz



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From: [Swetha Maharaj](#)
To: [Sarah Robson](#)
Cc: [Zita Talaic-Burgess](#)
Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Feedback on Draft Documents
Date: Thursday, 5 September 2024 10:34:51 am
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)

Hi Sarah,

Nick and I have discussed the easements and are happy with the easements / details on the plan.

We will await the final scheme plans with Top Energy's easements included along with the final landscaping and architectural plans for review.



Swetha Maharaj

Senior Resource Planner - Resource Consents Team 2

M 0274546645 | P +6494089407 | Swetha.Maharaj@fndc.govt.nz

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From: Sarah Robson <Sarah.Robson@ckl.co.nz>
Sent: Wednesday, September 4, 2024 2:23 PM
To: Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>
Cc: Zita Talaic-Burgess <Zita.Talaic-Burgess@ckl.co.nz>
Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Feedback on Draft Documents

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Hi Swetha – Top Energy have advised they want an easement so we will add one on to the final scheme plan. Let me know if you and Nick are happy with the other easements / details on the plan and we'll update that for your final check.

Kind regards,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI +6492205964 | P 09 524 7029 | M 022 070 8256 | sarah.robson@ckl.co.nz | [Level 4, 139 Carlton Gore Road, Newmarket 1023](#) | www.ckl.co.nz



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From: Sarah Robson
Sent: Tuesday, September 3, 2024 3:44 PM
To: 'Swetha Maharaj' <Swetha.Maharaj@fndc.govt.nz>

Cc: Zita Talaic-Burgess <Zita.Talaic-Burgess@ckl.co.nz>

Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Feedback on Draft Documents

Hi Swetha,

Thanks for coming back. My comments are in red below.

Kind regards,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI [+6492205964](tel:+6492205964) | P [09 524 7029](tel:095247029) | M [022 070 8256](tel:0220708256) | sarah.robson@ckl.co.nz | Level 4, 139 Carlton Gore Road, Newmarket 1023 | www.ckl.co.nz

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From: Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>

Sent: Sunday, September 1, 2024 11:15 PM

To: Sarah Robson <Sarah.Robson@ckl.co.nz>

Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Feedback on Draft Documents

Hi Sarah,

Thank you for the proposed documents. Planning comments are below, and I note you've received comments from Tim from NZTA. Are you waiting on anyone else? **Yes, feedback on the proposed scheme plan/easement widths, feedback from Elizabeth Stacey re: traffic report, any changes/additions to the landscape or architectural plans you and Nick recommend (we don't expect any other changes with exception of minor landscaping coordination).**

1. Will an assessment of environmental effects be provided? **Yes, we will finalise this once we're in agreement on the reasons for consent and all other specialist reports are generally accepted in principle.**
2. Can you advise the individual activity status for the below?
 - 7.6.5.1.2 – Residential Intensity – **Restricted Discretionary Activity**
 - 7.6.5.1.5 – Sunlight – **Discretionary Activity**
 - 7.6.5.1.6 – Stormwater Management – **Discretionary Activity**
3. Has top energy been consulted and are they ok with the proposed easement? If so, please provide the correspondence confirming this. **I have sent this off but haven't heard back yet.**

I will await the final landscaping and architectural plans for review.



Swetha Maharaj

Senior Resource Planner - Resource Consents Team 2

M [0274546645](tel:0274546645) | P [+6494089407](tel:+6494089407) | Swetha.Maharaj@fndc.govt.nz

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Pokapū Kōrero 24-hāora | 24-hour Contact Centre 0800 920 029

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From: Sarah Robson <Sarah.Robson@ckl.co.nz>

Sent: Friday, August 30, 2024 8:53 AM

To: Nick Williamson <Nick.Williamson@fndc.govt.nz>; Swetha Maharaj

<Swetha.Maharaj@fndc.govt.nz>; Jasem Saleh <jasem@gemscott.co.nz>; Chris Moller <chris@gemscott.co.nz>; Michael Hall <michael.hall@ckl.co.nz>; Tim.Elliott@nzta.govt.nz; Elizabeth Stacey <Elizabeth.Stacey@fndc.govt.nz>; Sujeet Tikaram <Sujeet.Tikaram@fndc.govt.nz>; Nadia de la Guerre <Nadia.DeLaGuerre@fndc.govt.nz>
Cc: Zita Talaic-Burgess <Zita.Talaic-Burgess@ckl.co.nz>; Ash Vodnala <ash.vodnala@ckl.co.nz>
Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Feedback on Draft Documents

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Hi Nick & Team,

I hope you've had a good week.

I just wanted to check in and confirm that you were able to access the documents provided? Can you also give us an indication when you might be able to come back to us with comments/feedback?

Many thanks,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI +6492205964 | P 09 524 7029 | M 022 070 8256 | sarah.robson@ckl.co.nz | Level 4, 139 Carlton Gore Road, Newmarket 1023 | www.ckl.co.nz

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From: Sarah Robson

Sent: Tuesday, August 27, 2024 10:10 AM

To: Nick.Williamson@fndc.govt.nz; Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>; Jasem Saleh <jasem@gemscott.co.nz>; Chris Moller <chris@gemscott.co.nz>; Michael Hall <michael.hall@ckl.co.nz>; Tim.Elliott@nzta.govt.nz; Elizabeth Stacey <elizabeth.stacey@fndc.govt.nz>; Sujeet Tikaram <Sujeet.Tikaram@fndc.govt.nz>; Nadia de la Guerre <Nadia.DeLaGuerre@fndc.govt.nz>

Cc: Zita Talaic-Burgess <Zita.Talaic-Burgess@ckl.co.nz>; Ash Vodnala <ash.vodnala@ckl.co.nz>

Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Feedback on Draft Documents

Good morning all,

Apologies for the delay. The link below includes the following draft documents for Council to review:

- District Plan Assessment Tables – outlining reasons for consent
- Landscape Plans
- Architectural Plans
- Scheme plan
- Traffic Report

Draft Documents link – [Click here](#)

Please note these are DRAFT documents provided on a without prejudice basis to help streamline the consenting process. It would be appreciated if Council can review and highlight any additional information they may want or where there may be a disagreement in our findings so we can address this before finalising the documents for resource consent application lodgement. We are happy to meet again if you feel it is necessary.

Please note there will still be some final coordination between the landscaping and architectural plans.

We have also received written approval from the owner of 9 Purdy Street for the SW extension. The approval from 18 Mangakahia Road is pending but we expect it in 1-2 weeks' time (prior to lodgement). The engineering plans will also be provided for comment prior to RC lodgement for comment as well (hopefully next week).

Also [@Elizabeth](#) and [@Tim](#), can you please let us know if you have any feedback on the traffic report previously provided? I have included this again in the link for your convenience.

Kind regards,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI +6492205964 | P 09 524 7029 | M 022 070 8256 | sarah.robson@ckl.co.nz | Level 4, 139 Carlton Gore Road, Newmarket 1023 | www.ckl.co.nz

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From: Sarah Robson

Sent: Friday, August 16, 2024 4:21 PM

To: Nick.Williamson@fndc.govt.nz; Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>; Elizabeth.Stacey@nta.govt.nz; Jasem Saleh <jasem@gemscott.co.nz>; Chris Moller <chris@gemscott.co.nz>; Michael Hall <michael.hall@ckl.co.nz>; Tim.Elliott@nzta.govt.nz

Cc: Zita Talaic-Burgess <Zita.Talaic-Burgess@ckl.co.nz>

Subject: RE: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Meeting #4 Notes

Good afternoon Elizabeth and Tim,

Attached is our draft Traffic Impact Assessment for the proposed development at 12-16 Mangakahia Road in Kaikohe.

Please note this is a DRAFT report provided on a without prejudice basis to help streamline the consenting process. It would be appreciated if Council and Waka Kotahi can review and highlight any additional information they may want or where there may be a disagreement in our findings so we can address this before finalising the report for resource consent application lodgement. We are happy to meet again if you feel it is

necessary.

[@Nick](#) & [@Swetha](#), I'll aim to have the draft architectural plans, landscape plan, scheme plan and district plan assessment tables through early next week so you can start reviewing those as well.

Thanks for your assistance and have a great weekend.

Kind regards,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI +6492205964 | P 09 524 7029 | M 022 070 8256 | sarah.robson@ckl.co.nz | Level 4, 139 Carlton Gore Road, Newmarket 1023 | www.ckl.co.nz

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From: Sarah Robson

Sent: Wednesday, August 14, 2024 11:56 AM

To: Nick.Williamson@fndc.govt.nz; Swetha Maharaj <Swetha.Maharaj@fndc.govt.nz>; Elizabeth.Stacey@nta.govt.nz; Sujeet Tikaram <Sujeet.Tikaram@fndc.govt.nz>; Ash Vodnala <ash.vodnala@ckl.co.nz>; Jasem Saleh <jasem@gemscott.co.nz>; Chris Moller <chris@gemscott.co.nz>; Michael Hall <michael.hall@ckl.co.nz>

Cc: Zita Talaic-Burgess <Zita.Talaic-Burgess@ckl.co.nz>

Subject: [#CKL A24056] 12-16 Mangakahia Road, Kaikohe - Meeting #4 Notes

Good morning all,

Below are details of our meeting yesterday, including action points. Please review and advise if I have gotten anything incorrect.

12-16 Mangakahia Road, Kaikohe

Pre-application Meeting #4

Location: Online MS Teams

Date: 13 August 2024

Attendees:

- Nick Williamson – FNDC TL Resource Consents
- Swetha Maharaj – FNDC Planner
- Elizabeth Stacey – FNDC Road Safety & Traffic Engineer
- Sujeet Tikaram – FNDC Development Engineer (Infrastructure)
- Sarah Robson – CKL Planner
- Ash Vodnala – CKL Engineer
- Michael Hall – CKL Traffic Engineer
- Jasem Saleh & Chris Moller – Gemscott (Applicant)

Summary of Key Discussion Points:

[Proposal updates](#)

Written approval from the neighbour at 18 Mangakahia Road (yard and sunlight infringements & WW manhole) is expected, Gemscott to continue chasing

- Written approval from neighbour at 9 Purdy Street (SW extension and easement) is proving more challenging, Gemscott working on this
- A 1.2m wide easement for SW along the northern boundary of 9 Purdy Street is proposed (fully contained within the required side yard). AV confirmed there is sufficient space for the Council to access the pipe within this proposed width.

Traffic matters

- SR advised that the traffic report would be finalised and sent to ES and Waka Kotahi (Tim Elliott) for review prior to resource consent lodgement. MH confirmed this would be completed this week.
- SR queried what approval was needed from Waka Kotahi to facilitate resource consent.
- FNDC staff confirmed that a Requiring Authority approval from Waka Kotahi is needed and must be submitted with the application.

Planning and Architectural matters

- SR advised that the final draft architectural and landscape plans will be submitted to SM/NW for review and comment prior to lodgement. The District Plan assessment tables that will form part of the AEE will also be supplied. A lighting plan has been prepared and will be incorporated within the architectural and landscape plans, with final design to be submitted at EPA stage.
- SR also advised that the draft scheme plan would be sent through. NW confirmed that SM would be reviewing the scheme plan as part of the consenting process.
- SM recommended speaking to Top Energy regarding any easement requirements for power.
- SR requested that the engineers are also consulted on the proposed scheme plan easements to confirm nothing is missing before lodgement.
- SR noted that Ngapuhi may provide some commentary on the application. If this is received, this will be submitted as part of the application.
- JS advised that Ngapuhi sign off of the resource consent design forms part of their S&P agreement. Gemscott would seek a cover letter to supply with the resource consent application.

Engineering matters

- The SW connection is the primary reason for delay in engineering design progressing.
- SR advised attenuation is required and this will be detailed in the stormwater management plan for the proposal.
- SR noted that a draft set of engineering drawings, the SW management plan and the geotech report would be submitted to Council for review prior to RC lodgement.

Other items

- NW suggested we should meet again online in 2 weeks' time for a final pre-lodgement meeting. Following that, an onsite meeting with applicant's team and

Council staff should occur once consent is lodged (potentially 1-2 weeks following final pre-lodgement meeting).

Action Points for next Meeting

- MH to circulate draft traffic report to ES & Waka Kotahi (by 16/08/24).
- SR to circulate draft architectural/landscape plans, scheme plan and District Plan assessment tables to NW/SM to review (by 19/08/24).
- Gemscott to continue chasing neighbours approvals and letter from Ngapuhi.

Kind regards,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI +6492205964 | P 09 524 7029 | M 022 070 8256 | sarah.robson@ckl.co.nz

Level 4, 139 Carlton Gore Road, Newmarket 1023 | www.ckl.co.nz



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ASSESSMENT UNDER THE OPERATIVE FAR NORTH DISTRICT PLAN 2009

Land Use Consents (s9)

TABLE 1

PART TWO

Chapter 7 – Urban Environment

Section 6 – Residential Zone

RULE	PROVISION	PROPOSAL
7.6.5.1	<p>PERMITTED ACTIVITIES</p> <p><i>An activity is a permitted activity in the Residential Zone if:</i></p> <p>a) <i>it complies with the standards for permitted activities set out in Rules 7.6.5.1.1 to 7.6.5.1.17 below; and</i></p> <p>b) <i>it complies with the relevant standards for permitted activities set out in Part 3 of the Plan - District Wide Provisions</i></p>	<p>a). The proposal does not comply with the following permitted standards:</p> <ul style="list-style-type: none"> • 7.6.5.1.2 – Residential Intensity • 7.6.5.1.5 – Sunlight • 7.6.5.1.6 – Stormwater Management <p>b). The proposal will not comply with all relevant standards for permitted activities in Part 3 as the subdivision will be Non-Complying Activity.</p> <p>The proposal is not a permitted activity.</p>
7.6.5.1.1	RELOCATED BUILDINGS	N/A
7.6.5.1.2	<p>RESIDENTIAL INTENSITY</p> <p>a) <i>Each residential unit for a single household shall have available to it a minimum net site area of:</i></p> <ul style="list-style-type: none"> • <i>Sewered sites: 600m²</i> • <i>Unsewered sites: 3,000m²</i> <p><i>This minimum net site area may be for the exclusive use of the residential unit, or as part of land held elsewhere on the property, provided that a ratio of one residential unit per minimum net site area (as stated above) is not exceeded.</i></p> <p><i>Except that this rule shall not limit the use of an existing site for a single residential unit for a single household, provided that all other standards for permitted activities are complied with.</i></p> <p>b) <i>Accessory buildings on a site within the Coopers Beachfront Estate...</i></p>	<p>The proposal will have a residential intensity of one unit per 303m².</p> <p>Proposal does not comply.</p>
7.6.5.1.3	SCALE OF ACTIVITIES	N/A
7.6.5.1.4	<p>BUILDING HEIGHT</p> <p>a) <i>The maximum height of any building shall be 8m.</i></p>	<p>All proposed dwellings will be single level so will comply with the maximum height of 8 metres.</p> <p>Proposal complies.</p>
7.6.5.1.5	<p>SUNLIGHT</p> <p><i>No part of any building shall project beyond a 45 degree recession plane as measured inwards from any point 2m vertically above ground level on any site boundary (refer to</i></p>	<p>Units 9, 10, 11, 12 and 13 will not comply with the sunlight standard</p>

	<p><i>definition of Recession Plane in Chapter 3 - Definitions), except that:</i></p> <p>a) <i>a building may exceed this standard for a maximum distance of 10m along any one boundary other than a road boundary, provided that the maximum height of any building where it exceeds the standard is 2.7m (refer to Recession Plane Diagram B within the definition of Recession Plane in Chapter 3 – Definitions); and</i></p> <p>b) <i>where a site boundary adjoins a legally established entrance strip, private way, access lot, or access way serving a rear site, the measurement shall be taken from the farthest boundary of the entrance strip, private way, access lot, or access way.</i></p>	<p>in relation to the southern boundary as follows:</p> <ul style="list-style-type: none"> - Unit 9 will infringe the recession plane by a maximum vertical extent of 0.98 metres over a horizontal length of 16.36 metres. - Unit 10 will infringe the recession plane by a maximum vertical extent of 0.98 metres over a horizontal length of 6.2 metres. - Unit 11 will infringe the recession plane by a maximum vertical extent of 2.21 metres over a horizontal extent of 9.3 metres. - Unit 12 will infringe the recession plane by a maximum vertical extent of 1.89 metres over a horizontal length of 9.3 metres. - Unit 13 will infringe the recession plane by a maximum vertical extent of 1.81 metres over a horizontal length of 9.3 metres. <p>The proposal will comply with the recession planes in relation to all other boundaries. Proposal does not comply.</p>
<p>7.6.5.1.6</p>	<p>STORMWATER MANAGEMENT <i>The maximum proportion of the gross site area covered by buildings and other impermeable surfaces shall be 50%.</i></p>	<p>The maximum impermeable surface coverage is 69%, including 8% of the site which utilizes permeable paving for car parking spaces. Proposal does not comply.</p>
<p>7.6.5.1.7</p>	<p>SET BACK FROM BOUNDARIES</p> <p>a) <i>The minimum building setback from road boundaries shall be 3m, except that;</i></p> <p>(i) <i>no building shall be erected within 9m of any road boundary with Kerikeri Road on properties with a road frontage with Kerikeri Road between its intersection with SH10 and Cannon Drive; and</i></p> <p>(ii) <i>no building shall be erected within 10m of the Cobham Road boundary on Lot 1 DP 28017 and Lot 1 DP 46656 or the Kerikeri Inlet Road boundary of Lot 1 DP 404507 (and any sites created as a result of a subdivision of these lots);</i></p> <p>(iii) <i>no new buildings as of 25 March 2019 shall be erected within 10m of the Kerikeri Inlet boundary of Lot 2 DP 103531, Lot 1 DP</i></p>	<p>a). The proposal will comply with the 3m road boundary set back as demonstrated in the Architectural drawings in Appendix 3. Proposal Complies.</p> <p>b). All site boundaries are capable of achieving a 1.2m setback, as demonstrated in the Architectural drawings in Appendix 3. Proposal Complies.</p> <p>c). The area 2m back from the road boundary which are capable of achieving more than 50% landscaping. Proposal Complies.</p>

	<p>103531, Lot 2 DP 58333 and Pt Lot 1 DP 58333.</p> <p>b) <i>The minimum set-back from any boundary other than a road boundary, on all sites other than Lot 1 DP 28017, Lot 1 DP 46656, Lot 1 DP 404507, and Lot 1 DP 181291, Lot 2 DP 103531, Lot 1 DP 103531, Lot 2 DP 58333 and Pt Lot 1 DP 58333 (and any sites created as a result of a subdivision of these lots), shall be 1.2m except that no set-back is required for a maximum total length of 10m along any one such boundary; and</i></p> <p>c) <i>Not less than 50% of that part of the site between the road boundary and a parallel line 2m there from (i.e. a 2m wide planting strip along the road boundary) shall be landscaped, on all sites other than Lot 1 DP 28017, Lot 1 DP 46656, Lot 1 DP 404507, and Lot 1 DP 181291, Lot 2 DP 103531, Lot 1 DP 103531, Lot 2 DP 58333 and Pt Lot 1 DP 58333 (and any sites created as a result of a subdivision of these lots). For the landscaping required on Lot 1 DP 28017 and Lot 1 DP 46656 (and any sites created as a result of a subdivision of these lots) refer to Rule 7.6.5.1.10 (b) below; and</i></p> <p>d) <i>The minimum set back from any other boundary other than the road boundary on Lot 1 DP 28017, Lot 1 DP 46656, Lot 1 DP 404507, and Lot 1 DP 181291, Lot 2 DP 103531, Lot 1 DP 103531, Lot 2 DP 58333 and Pt Lot 1 DP 58333 (and any sites created as a result of a subdivision of these lots) shall be 3m.</i></p> <p><i>Landscaping includes grassed areas but does not include paved areas, drive ways or car parking (refer to Chapter 3 Definitions).</i></p>	<p>d). N/A. Overall, the proposal complies.</p>
7.6.5.1.8	SCREENING FOR NEIGHBOURS - NON-RESIDENTIAL ACTIVITIES	N/A
7.6.5.1.9	OUTDOOR ACTIVITIES	N/A
7.6.5.1.10	VISUAL AMENITY	N/A
7.6.5.1.11	TRANSPORTATION <i>Refer to Chapter 15 – Transportation for Traffic, Parking and Access rules.</i>	Noted. Refer to Table 3 below for assessment of Chapter 15.
7.6.5.1.12	SITE INTENSITY - NON-RESIDENTIAL ACTIVITIES	N/A
7.6.5.1.13	HOURS OF OPERATION - NON-RESIDENTIAL ACTIVITIES	N/A
7.6.5.1.14	KEEPING OF ANIMALS	N/A
7.6.5.1.15	<p>NOISE</p> <p><i>All activities shall be conducted so as to ensure that noise from the site shall not exceed the following noise limits as measured at or within the boundary of any other site in this zone, or at or within the notional boundary of any dwelling in a rural or coastal zone:</i></p> <ul style="list-style-type: none"> • 0700 to 2200 hours 50 dBA L10 • 2200 to 0700 hours 45 dBA L10 and 70 dBA Lmax <p><i>Noise Measurement and Assessment:</i></p> <p><i>Sound levels shall be measured in accordance with NZS 6801:1991 “Measurement of Sound” and assessed in accordance with NZS 6802:1991 “Assessment of Environmental Sound”.</i></p>	<p>The proposal is a residential activity which will comply with all noise limits and that associated with construction noise.</p> <p>Proposal complies.</p>

	<p><i>The notional boundary is defined in NZS 6802:1991 “Assessment of Environmental Sound” as a line 20m from any part of any dwelling or the legal boundary where this is closer to the dwelling.</i></p> <p><u>Construction Noise:</u> <i>Construction noise shall meet the limits recommended in, and shall be measured and assessed in accordance with, NZS 6803P:1984 “The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work”.</i></p>	
7.6.5.1.16	HELICOPTER LANDING AREA	N/A
7.6.5.1.17	BUILDING COVERAGE <i>Any new building or alteration/addition to an existing building is a permitted activity if the total Building Coverage of a site does not exceed 45% of the gross site area.</i>	<p>The proposed sites will be able to achieve a building coverage of less than 45%, with 36% proposed in accordance with the Architecture drawings within Appendix 3.</p> <p>Proposal complies.</p>
7.6.5.2	CONTROLLED ACTIVITIES <i>An activity is a controlled activity in the Residential Zone if:</i> <ol style="list-style-type: none"> <i>it complies with all of the standards for permitted activities under Rules 7.6.5.1 except for 7.6.5.1.6 Stormwater Management; and</i> <i>it complies with 7.6.5.2.1 Stormwater Management below; and</i> <i>it complies with the relevant standards for permitted, controlled or restricted discretionary activities set out in Part 3 of the Plan - District Wide Provisions.</i> 	<ol style="list-style-type: none"> The proposal will not comply with all standards for permitted activities, with infringements to Rules: <ul style="list-style-type: none"> 7.6.5.1.2 – Residential Intensity 7.6.5.1.5 – Sunlight Proposal does not comply. The proposal does not comply with 7.6.5.2.1 – Stormwater Management. Proposal does not comply. The proposal will not comply with Part 3 of the Plan as the Subdivision will be a Non-Complying Activity. Proposal does not comply. <p>Overall, the proposal is not a controlled activity.</p>
7.6.5.2.1	STORMWATER MANAGEMENT <i>The maximum proportion or amount of the gross site area covered by buildings and other impermeable surfaces shall be 60% or 600m², whichever is the lesser.</i> <i>In order for an activity to be regarded as a controlled activity, a report must be prepared to demonstrate the likely effects of the activity on stormwater run-off and the means of mitigating run-off to no more than the levels that would result from the permitted threshold of buildings and other impermeable surface coverage in Rule 7.6.5.1.6.</i> <i>Any report required by this rule shall be prepared by a Chartered Professional Engineer or other suitably qualified person and must be provided to Council with an application for resource consent.</i> <u>Note:</u>	<p>The proposed impervious area is greater than 60%.</p> <p>Proposal does not comply.</p>

	<p><i>The Verification Method E1/VM1 in the New Zealand Building Code (1992), Clause E1 Surface Water, can be utilised to demonstrate compliance with this rule.</i></p> <p><i>Note: If no report is provided with the application, or if the report cannot demonstrate the likely effects of the activity on stormwater run-off and the means of mitigating run-off, then the activity becomes a discretionary activity.</i></p>	
7.6.5.3	<p>RESTRICTED DISCRETIONARY ACTIVITIES</p> <p><i>An activity is a restricted discretionary activity in the Residential Zone if:</i></p> <p><i>a) it does not comply with any one of the following Rules 7.6.5.1.2 Residential Intensity; 7.6.5.1.3 Scale of Activities; 7.6.5.1.4 Building Height; 7.6.5.1.5 Sunlight; 7.6.5.1.7 Setback from Boundaries; 7.6.5.1.11 Transportation; 7.6.5.1.15 Noise and/or 7.6.5.1.17 Building Coverage as set out above; but</i></p> <p><i>b) it complies with all of the other rules for permitted and controlled activities under Rules 7.6.5.1 and 7.6.5.2; and</i></p> <p><i>c) it complies with Rules 7.6.5.3.1 Residential Intensity; 7.6.5.3.2 Scale of Activities; 7.6.5.3.3 Building Height; 7.6.5.3.4 Sunlight; 7.6.5.3.5 Building Coverage; 7.6.5.3.6 Transportation; 7.6.5.3.7 Setback from Boundaries and 7.6.5.3.8 Noise below; and</i></p> <p><i>d) it complies with the relevant standards for permitted, controlled or restricted discretionary activities set out in Part 3 of the Plan - District Wide Provisions.</i></p>	<p>a). The proposal will not comply with Rules:</p> <ul style="list-style-type: none"> • 7.6.5.1.2 – Residential Intensity • 7.6.5.1.5 – Sunlight <p>Proposal complies.</p> <p>b). The proposal does not comply with 7.6.5.2.1 – Stormwater Management. Proposal does not comply.</p> <p>c). The proposal does not comply with the following restricted discretionary activity standards:</p> <ul style="list-style-type: none"> • 7.6.5.3.4 Sunlight. <p>Proposal does not comply.</p> <p>d). The proposal will not comply with Part 3 of the Plan as the Subdivision will be a Non-Complying Activity. Proposal does not comply.</p> <p>Overall, the proposal is not a Restricted Discretionary activity.</p>
7.6.5.3.1	<p>RESIDENTIAL INTENSITY</p> <p><i>Each residential unit for a single household shall have available to it a minimum net site area of:</i></p> <ul style="list-style-type: none"> • Sewered sites: 300m² • Unsewered sites: 2,000m² <p><i>This minimum net site area may be for the exclusive use of the residential unit, or as part of land held elsewhere on the property, provided that a ratio of one residential unit per minimum net site area (as stated above) is not exceeded.</i></p> <p><i>Except that this rule shall not limit the use of an existing site for a single residential unit for a single household, provided that all other standards for permitted, controlled or restricted discretionary activities are complied with.</i></p>	<p>The proposal will have a residential intensity of one unit per 303m². Proposal complies.</p>
7.6.5.3.2	<p>SCALE OF ACTIVITIES</p>	N/A
7.6.5.3.3	<p>BUILDING HEIGHT</p> <p><i>The maximum height of any building shall be 9m.</i></p>	N/A – the proposal complies with Rule 7.6.5.1.4.
7.6.5.3.4	<p>SUNLIGHT</p> <p><i>No part of any building shall project beyond a 45 degree recession plane as measured inwards from any point 3m vertically above ground level on any site boundary (refer to definition of Recession Plane in Chapter 3 - Definitions).</i></p>	<p>The proposed units 11, 12 and 13 will not comply in relation to the southern site boundary with some small eave intrusions as depicted on the Architectural Drawings within Appendix 3 and as below:</p>

		<ul style="list-style-type: none"> - Unit 11 will infringe the recession plane by a maximum vertical extent of 1.21 metres over a horizontal extent of 7.5 metres. - Unit 12 will infringe the recession plane by a maximum vertical extent of 0.89 metres over a horizontal length of 5.5 metres. - Unit 13 will infringe the recession plane by a maximum vertical extent of 0.81 metres over a horizontal length of 4.32 metres. <p>Proposal does not comply. The proposal will comply with the recession planes in relation to all other boundaries.</p>
7.6.5.3.5	<p>BUILDING COVERAGE <i>Any new building or alteration/addition to an existing building is a restricted discretionary activity if the total Building Coverage of a site does not exceed 55% or 550m², whichever is the lesser, of the gross site area.</i></p>	<p>N/A – the proposal can comply with Rule 7.6.5.1.17. Proposal complies.</p>
7.6.5.3.6	<p>TRANSPORTATION <i>Refer to Chapter 15 – Transportation for Traffic, Parking and Access rules.</i></p>	<p>Noted. Refer to Table 3 below for assessment of Chapter 15.</p>
7.6.5.3.7	<p>SETBACK FROM BOUNDARIES <i>In assessing an application resulting from a breach of Rule 7.6.5.1.7 Setback from Boundaries the matters to which the Council will restrict its discretion are:...</i></p>	<p>N/A – the proposal complies with Rule 7.6.5.1.7.</p>
7.6.5.3.8	<p>NOISE <i>In assessing an application resulting from a breach of Rule 7.6.5.1.15 Noise the matters to which the Council will restrict its discretion are:...</i></p>	<p>N/A – the proposal complies with Rule 7.6.5.1.15.</p>
7.6.5.4	<p>DISCRETIONARY ACTIVITIES <i>An activity is a discretionary activity in the Residential Zone if:</i></p> <ul style="list-style-type: none"> a) <i>it complies with Rules 7.6.5.1.13 Hours of Operation for Non-residential Activities and 7.6.5.1.14 Keeping of Animals for permitted activities set out above; and</i> b) <i>it complies with the relevant standards for permitted, controlled, restricted discretionary or discretionary activities set out in Part 3 of the Plan - District Wide Provisions; but</i> c) <i>it does not comply with one or more of the other standards for permitted, controlled or restricted discretionary activities in this zone as set out under Rules 7.6.5.1, 7.6.5.2, and 7.6.5.3 above.</i> <p><i>If an activity does not comply with the standards for a discretionary activity it will be a non-complying activity in this zone.</i></p>	<ul style="list-style-type: none"> a). The proposal complies with these standards. Proposal complies. b). The proposal will not comply with Part 3 of the Plan as the Subdivision will be a Non-Complying Activity. Proposal does not comply. c). The proposal does not comply with one or more standards set out under Rules 7.6.5.1, 7.6.5.2, and 7.6.5.3. Proposal complies. <p>Overall, the proposal will be assessed as a Non-Complying activity.</p>

TABLE 2**PART THREE****Chapter 12 – Natural and Physical Resources**

Section 12.2 – Indigenous Flora and Fauna

Section 12.3 – Soils and Minerals

Section 12.4 – Natural Hazards

RULE	PROVISION	PROPOSAL
12.2	Indigenous Flora and Fauna	
12.2.6.1	<p>PERMITTED ACTIVITIES</p> <p><i>An activity is a permitted activity if:</i></p> <ul style="list-style-type: none"> <i>(a) it complies with the standards for permitted activities set out in Rules 12.2.6.1.1 to 12.2.6.1.4 below; and</i> <i>(b) it complies with the relevant standards for permitted activities in the zone in which it is located, set out in Part 2 of the Plan – Environmental Provisions; and</i> <i>(c) it complies with the other relevant standards for permitted activities set out in Part 3 of the Plan – District Wide Provisions.</i> 	<p>The proposal will comply with the standards for permitted activities.</p> <p>Proposal Complies as a Permitted Activity.</p>
12.2.6.1.1	<p>INDIGENOUS VEGETATION CLEARANCE PERMITTED THROUGHOUT THE DISTRICT</p> <p><i>Notwithstanding any rule in the Plan to the contrary but subject to Rules 12.5.6.1.1, 12.5.6.1.3 and 12.5.6.2.2 in the Heritage section of this Plan, indigenous vegetation clearance is permitted throughout the District where the clearance is for any of the following purposes:</i></p> <ul style="list-style-type: none"> <i>(a) clearance of indigenous vegetation 10 years old or less to establish new exotic plantation forest;</i> <i>(b) to provide clearance for existing overhead power and telephone lines, provided that no more vegetation is cleared or trimmed than is necessary for the safe operation of the utility service; or</i> <i>(c) the removal of trees and other vegetation which, as a result of old age or a natural event such as a storm or erosion, are a risk to the safety of people or property; or</i> <i>(d) the maintenance of existing roads, and private accessways and walkways including for the purposes of visibility and road safety; or</i> <i>(e) the formation and maintenance of walking tracks less than 1.2m wide using manual methods which do not require the removal of any tree over 300mm in girth; or</i> <i>(f) the maintenance of existing open space within 20m of an existing building; or</i> <i>(g) the removal of dead trees, provided that no more vegetation is cleared or trimmed than is necessary for safe removal; or</i> <i>(h) the sustainable harvest of plant material for rongoa Maori (customary medicine); or</i> <i>(i) the maintenance of existing fence lines, provided that the clearance does not exceed 3.5m in width either side of the fence line; or</i> 	<p>Noted. The proposal will involve some indigenous vegetation removal but the site falls within the definition of urban environment. It is also noted that the existing kauri tree will be retained onsite.</p> <p>Proposal Complies.</p>

	<p>(j) normal gardening activities which result from the maintenance of lawn and gardens; or</p> <p>(k) the removal is in accordance with an existing use right; or</p> <p>(l) the removal is for a new fence where the purpose of the new fence is to exclude stock and/or pests from the area provided that the clearance does not exceed 3.5m in width either side of the fence line; or</p> <p>(m) creation and maintenance of firebreaks provided that no more vegetation is cleared than is necessary to achieve the practical purpose of the firebreak; or</p> <p>(n) vegetation clearance of land which has been previously cleared and where the vegetation to be cleared is less than 10 years old.</p> <p>(o) it involves the felling, trimming, damaging or removal of a tree or group of trees in an urban environment unless the tree or group of trees is—</p> <p>(A) specifically identified in the plan (refer to Chapter 12.5 and Appendix 1D); or</p> <p>(B) located within an area in the district that—</p> <p>(i) is a reserve (within the meaning of section 2(1) of the Reserves Act 1977); or</p> <p>(ii) is subject to a conservation management plan or conservation management strategy prepared in accordance with the Conservation Act 1987 or the Reserves Act 1977.</p> <p>Where urban environment means an allotment no greater than 4000 m² —</p> <p>(a) that is connected to a reticulated water supply system and a reticulated sewerage system; and</p> <p>(b) on which is a building used for industrial or commercial purposes, or a dwellinghouse.</p>	
12.3	Soils and Minerals	
12.3.6.1	<p>PERMITTED ACTIVITIES</p> <p>An activity is a permitted activity if:</p> <p>a) it complies with the standards for permitted activities set out in Rules 12.3.6.1.1 to 12.3.6.1.1 to 12.3.6.1.5 below; and</p> <p>b) it complies with the relevant standards for permitted activities in the zone in which it is located, set out in Part 2 of the Plan - Environment Provisions; and</p> <p>c) it complies with the other relevant standards for permitted activities set out in Part 3 of the Plan - District Wide Provisions.</p>	<p>a) The proposal does not comply with the following permitted standards:</p> <ul style="list-style-type: none"> • 12.3.6.1.3 – Excavation and/or filling, excluding mining and quarrying in the residential, industrial, horticultural processing, coastal residential and Russell township zones <p>Proposal does not comply</p> <p>b) The proposal is a non-complying activity under the zone as outlined above.</p> <p>Proposal does not comply.</p> <p>c) The proposal will not comply with Part 3 of the Plan as the Subdivision will be a Non-Complying Activity.</p> <p>Proposal does not comply.</p>

		The proposal is not a permitted activity.
12.3.6.1.3	<p>EXCAVATION AND/OR FILLING, EXCLUDING MINING AND QUARRYING, IN THE RESIDENTIAL, INDUSTRIAL, HORTICULTURAL PROCESSING, COASTAL RESIDENTIAL AND RUSSELL TOWNSHIP ZONES</p> <p><i>Excavation and/or filling, excluding mining and quarrying, on any site in the Residential, Industrial, Horticultural Processing, Coastal Residential or Russell Township Zones is permitted, provided that:</i></p> <p>a) <i>it does not exceed 200m³ in any 12 month period per site; and</i></p> <p>b) <i>it does not involve a cut or filled face exceeding 1.5m in height i.e. the maximum permitted cut and fill height may be 3m.</i></p> <p><u>Note 1:</u> <i>When undertaking any excavation (including cellar construction), or filling, compliance with Council's earthworks bylaw (Bylaw 22) is required.</i></p> <p><u>Note 2:</u> <i>Where a site is within a Coastal Hazard 1 or Coastal Hazard 2 Area (as shown on the Coastal Hazard Maps), more restrictive excavation and filling rules apply (refer to rules in 12.4).</i></p> <p><u>Note 3:</u> <i>Some normal rural practices that involve excavation or filling, such as the maintenance of rural tracks, dams, fences and fence lines; land cultivation; clearing of drains; and obtaining of roading material for use on the same production unit, are excluded from the definitions of excavation and filling (refer to Chapter 3 Definitions).</i></p>	<p>a) The proposed earthworks will exceed 200m³ with 342m³. Proposal does not comply.</p> <p>b) The proposed and does not involve a cut or filled face exceeding 1.5m in height. Proposal complies.</p> <p>Overall, the proposal does not comply.</p>
12.3.6.1.4	<p>NATURE OF FILLING MATERIAL IN ALL ZONES</p> <p><i>Filling in any zone shall meet the following standards:</i></p> <p>a) <i>the fill material shall not contain putrescible, pollutant, inflammable or hazardous components; and</i></p> <p>b) <i>the fill shall not consist of material other than soil, rock, stone, aggregate, gravel, sand, silt, or demolition material; and</i></p> <p>c) <i>the fill material shall not comprise more than 5% vegetation (by volume) of any load.</i></p>	<p>a) The fill material will not contain these components.</p> <p>b) The fill material will not contain these components.</p> <p>c) The fill material will not contain more than 5% vegetation of any load.</p> <p>Proposal complies.</p>
12.3.6.2	<p>RESTRICTED DISCRETIONARY ACTIVITIES</p> <p>An activity is a restricted discretionary activity if:</p> <p>(a) it does not comply with any one of the following Rules 12.3.6.1.1 Excavation and/or Filling, Excluding Mining and Quarrying in the Rural Production Zone or Kauri Cliffs Zone; 12.3.6.1.2 Excavation and/or Filling, Including Obtaining Roading Material but Excluding Mining and Quarrying, in the Rural Living, Coastal Living, General Coastal, Recreational Activities, Conservation, Waimate North and Point Veronica Zones; and 12.3.6.1.3 Excavation and/or Filling in the Residential, Industrial, Horticultural Processing, Coastal Residential and Russell</p>	<p>a) The proposal will not comply with Rule 12.3.6.1.3. Proposal complies.</p> <p>b) The proposal will comply with Rule 12.3.6.1.4. Proposal complies.</p> <p>c) The proposal will comply with Rule 12.3.6.2.2 as outlined below. Proposal complies.</p> <p>d) The proposal is a non-complying activity under Part 2 of the Plan.</p>

	<p>Township Zones for permitted activities above; but</p> <ul style="list-style-type: none"> (b) it complies with 12.3.6.1.4 Nature of Filling Material in All Zones; and (c) it complies with Rules 12.3.6.2.1 Excavation and/or Filling in the Rural Living, Coastal Living, General Coastal, Recreational Activities, Conservation, Waimate North and Point Veronica Zones; and 12.3.6.2.2 Excavation and/or Filling in the Residential, Industrial, Horticultural Processing, Coastal Residential and Russell Township Zones and Rule 12.3.6.2.3 Excavation and/or Filling, Excluding Mining and Quarrying in the Rural Production Zone or Kauri Cliffs Zone below; and (d) it complies with the relevant standards for permitted, controlled or restricted discretionary activities set out in Part 2 of the Plan – Environment Provisions; and (e) it complies with the relevant standards for permitted, controlled or restricted discretionary activities set out in Part 3 of the Plan – District Wide Provisions. 	<p>Proposal does not comply.</p> <ul style="list-style-type: none"> e) The proposal will not comply with Part 3 of the Plan as the Subdivision will be a Non-Complying Activity. Proposal does not comply. <p>Overall, the proposal is not a Restricted Discretionary Activity.</p>
<p>12.3.6.2.2</p>	<p>EXCAVATION AND/OR FILLING, EXCLUDING MINING AND QUARRYING, IN THE RESIDENTIAL, INDUSTRIAL, HORTICULTURAL PROCESSING, COASTAL RESIDENTIAL AND RUSSELL TOWNSHIP ZONES</p> <p>Excavation and/or filling, excluding mining and quarrying, on any site in the Residential, Industrial, Horticultural Processing, Coastal Residential or Russell Township Zones is a restricted discretionary activity provided that:</p> <ul style="list-style-type: none"> (a) it does not exceed 500m³ in any 12 month period per site; and (b) it does not involve a cut or filled face exceeding 1.5m in height i.e. the maximum permitted cut and fill height may be 3m. 	<ul style="list-style-type: none"> a) The proposed earthworks will not exceed 500m³ with 342m³. Proposal complies. b) The proposed and does not involve a cut or filled face exceeding 1.5m in height. Proposal complies. <p>Overall, the proposal complies.</p>
<p>12.3.6.3</p>	<p>DISCRETIONARY ACTIVITIES</p> <p>An activity is a discretionary activity if:</p> <ul style="list-style-type: none"> (a) it does not comply with one or more of the standards for permitted or restricted discretionary activities as set out under Rules 12.3.6.1 and 12.3.6.2 above; or (b) The excavation and/or filling is for the purposes of mining or quarrying, other than a quarry covered by definition of ‘normal rural practices’, and a Development Plan is part of the application as provided for in Rule 12.3.6.3.1 below; but (c) it complies with the relevant standards for permitted, controlled, restricted discretionary and discretionary activities in the zone in which it is located, set out in Part 2 of the Plan - Environment Provisions; and (d) it complies with the other relevant standards for permitted, controlled, restricted discretionary or discretionary activities set out in Part 3 of the Plan - District Wide Provisions 	<ul style="list-style-type: none"> a) Noted. The proposal doesn’t comply with Rule 12.3.6.1.3. Proposal complies. b) N/A the proposal is not for mining or quarrying. Proposal complies. c) The proposal is a non-complying activity under Part 2 of the Plan. Proposal does not comply. d) The proposal will not comply with Part 3 of the Plan as the Subdivision will be a Non-Complying Activity. Proposal does not comply. <p>Overall the proposal is not a Discretionary Activity.</p>

12.3.6.4	NON COMPLYING ACTIVITIES An activity is a non complying activity if: (a) It does not comply with the standards as set out under Rule 12.3.6.1.5	This section is not relevant. However, given the proposal cannot achieve the Discretionary activity standards, it is a Non-Complying activity.
12.4	Natural Hazards	
12.4.6.1	PERMITTED ACTIVITIES <i>An activity is a permitted activity if:</i> a) <i>it complies with the standards for permitted activities set out in Rules 12.4.6.1.1 to 12.4.6.1.2 below; and</i> b) <i>it complies with the relevant standards for permitted activities in the zone in which it is located, set out in Part 2 of the Plan - Environment Provisions; and</i> c) <i>it complies with the other relevant standards for permitted activities set out in Part 3 of the Plan - District Wide Provisions.</i>	The site complies with the standards for permitted activities as it is not located within a Coastal Hazard 2 Area and will be further than 20m away from trees in naturally occurring or deliberately planted area of scrub or shrubland, woodlot or forest. Permitted Activity.
12.4.6.1.2	FIRE RISK TO RESIDENTIAL UNITS a) <i>Residential units shall be located at least 20m away from the drip line of any trees in a naturally occurring or deliberately planted area of scrub or shrubland, woodlot or forest;</i> b) <i>Any trees in a deliberately planted woodlot or forest shall be planted at least 20m away from any urban environment zone, Russell Township or Coastal Residential Zone boundary, excluding the replanting of plantation forests existing at July 2003.</i>	The proposal will comply with this standard. Proposal will comply.

TABLE 3

PART THREE

Chapter 15 – Transportation

Section 15.1 – Traffic, Parking and Access

Chapter 16 – Signs and Lighting

RULE	PROVISION	PROPOSAL																								
15.1.6A	Traffic																									
Table 15.1.6A.1	<p>MAXIMUM DAILY ONE WAY TRAFFIC MOVEMENTS <i>The table below provides the Traffic Intensity threshold values and relevant classes of activity for all zones in the District Plan. This table must be used in conjunction with the permitted, controlled, restricted discretionary, discretionary and non-complying Traffic Intensity rules located in Rules 15.1.6A.2 through 15.1.6A.6.</i></p> <table border="1"> <thead> <tr> <th>Zone</th> <th>Permitted Activity</th> <th>Controlled Activity</th> <th>Restricted Discretionary Activity</th> <th>Discretionary Activity</th> <th>Non-Complying Activity</th> </tr> </thead> <tbody> <tr> <td colspan="6" style="text-align: center;">Urban Environment</td> </tr> <tr> <td>Residential</td> <td>20</td> <td>-</td> <td>21 – 40</td> <td>More than 40</td> <td>-</td> </tr> <tr> <td>Commercial</td> <td>200</td> <td>201 – 500</td> <td>More than 500</td> <td>-</td> <td>-</td> </tr> </tbody> </table>	Zone	Permitted Activity	Controlled Activity	Restricted Discretionary Activity	Discretionary Activity	Non-Complying Activity	Urban Environment						Residential	20	-	21 – 40	More than 40	-	Commercial	200	201 – 500	More than 500	-	-	<p>The Traffic Impact Assessment within Appendix 7 has assessed that the proposal will result in a Traffic Intensity Factor of 130, which is greater than the Discretionary activity threshold of 40.</p> <p>Discretionary Activity.</p> <p>Please refer to the Traffic Impact Assessment within Appendix 7 for further information.</p>
Zone	Permitted Activity	Controlled Activity	Restricted Discretionary Activity	Discretionary Activity	Non-Complying Activity																					
Urban Environment																										
Residential	20	-	21 – 40	More than 40	-																					
Commercial	200	201 – 500	More than 500	-	-																					
15.1.6A.2	PERMITTED ACTIVITIES <i>An activity is a permitted activity if:</i>																									

	<ul style="list-style-type: none"> a) <i>It complies with the standards set out in Rule 15.1.6A.2.1; and</i> b) <i>It complies with the relevant standards for permitted activities in the particular zone in which it is located set out in Part 2 of the Plan – Environmental Provisions; and</i> c) <i>It complies with all other relevant standards for permitted activities set out in Part 3 of the Plan – District Wide Provisions.</i> 	<ul style="list-style-type: none"> a) The proposal will not comply with Rule 15.1.6A.2.1. b) The proposal will be a Non-complying activity under Part 2 of the District Plan. c) The proposal will be a Non-Complying Activity Subdivision consent activity under Part 3 of the Plan. <p>The proposal is not a Permitted Activity.</p>
15.1.6A.3	<p>CONTROLLED ACTIVITIES <i>An activity is a controlled activity in the Commercial, Industrial, Horticultural Processing and Orongo Bay Special Purpose Zones if:...</i></p>	N/A – the proposal is within the Residential Zone.
15.1.6A.4	<p>RESTRICTED DISCRETIONARY ACTIVITIES <i>An activity is a restricted discretionary activity in any zone if:</i></p> <ul style="list-style-type: none"> a) <i>It does not comply with the applicable permitted or controlled activity traffic intensity threshold value set out in Rules 15.1.6A.2.1 Traffic Intensity or 15.1.6A.3.1 Traffic Intensity but</i> b) <i>it complies with Rule 15.1.6A.4.1 Traffic Intensity below; and</i> c) <i>it complies with the relevant standards for permitted, controlled or restricted discretionary activities in the particular zone in which it is located set out in Part 2 of the Plan - Environment Provisions; and</i> d) <i>it complies with all other relevant standards for permitted, controlled or restricted discretionary activities set out in Part 3 of the Plan - District Wide Provisions.</i> <p><i>The Council may approve or refuse an application for a restricted discretionary activity, and it may impose conditions on any consent.</i></p>	The proposal is not a Restricted Discretionary Activity.
15.1.6A.4.1	<p>TRAFFIC INTENSITY <i>The Traffic Intensity threshold value for a site shall be determined for each zone by Table 15.1.6A.1 above. The Traffic Intensity Factor for a proposed activity (subject to the exemptions identified below) shall be determined by reference to Appendix 3A in Part 4.</i></p> <p><i>This rule only applies when establishing a new activity or changing an activity on a site. However, when considering a new activity or changing an activity, the Traffic Intensity Factor for the existing uses (apart from those exempted above) on site need to be taken into account in order to address cumulative effects.</i></p> <p>Exemptions: <i>The first residential unit on a site, farming, forestry and construction traffic (associated with the establishment of an activity) are exempt from this rule.</i></p>	N/A.
15.1.6A.5	<p>DISCRETIONARY ACTIVITIES <i>An activity is a discretionary activity in any zone if:</i></p>	<ul style="list-style-type: none"> a). The proposal is a Discretionary Activity

	<p>a) <i>it does not comply with the applicable permitted, controlled or restricted discretionary activity traffic intensity threshold value set out in Rules 15.1.6A.2,1 Traffic Intensity, 15.1.6A.3.1 Traffic Intensity, or 15.1.6A.4.1 Traffic Intensity; but</i></p> <p>b) <i>it complies with Rule 15.1.6A.5.1 Traffic Intensity below; and</i></p> <p>c) <i>it complies with the relevant standards for permitted, controlled, restricted discretionary or discretionary activities in the particular zone in which it is located set out in Part 2 of the Plan - Environment Provisions; and</i></p> <p>d) <i>it complies with all other relevant standards for permitted, controlled, restricted discretionary or discretionary activities set out in Part 3 of the Plan - District Wide Provisions.</i></p>	<p>with regards to the traffic intensity rules.</p> <p>b). Complies.</p> <p>c). The proposal will be a non-complying activity under Part 2 of the Plan.</p> <p>d). The proposal will be a non-complying subdivision activity under Part 3 of the Plan.</p> <p>The proposal is a Discretionary Activity.</p>
15.1.6A.5.1	<p>TRAFFIC INTENSITY</p> <p><i>The Traffic Intensity threshold value for a site shall be determined for each zone by Table 15.1.6A.1 above. The Traffic Intensity Factor for a proposed activity (subject to the exemptions identified below) shall be determined by reference to Appendix 3A in Part 4.</i></p> <p><i>This rule only applies when establishing a new activity or changing an activity on a site. However, when considering a new activity or changing an activity, the Traffic Intensity Factor for the existing uses (apart from those exempted below) on site need to be taken into account in order to address cumulative effects.</i></p>	<p>The Traffic Impact Assessment has assessed the Traffic Intensity Factor, which results in a Traffic Intensity Factor of 130.</p>
15.1.6B	Parking	
15.1.6B.1	<p>PERMITTED ACTIVITIES</p> <p><i>An activity is a permitted activity if:</i></p> <p>a) <i>it complies with the standards set out in Rules 15.1.6B.1.1 to 15.1.6B.1.6; and</i></p> <p>b) <i>it complies with the relevant standards for permitted activities in the particular zone in which it is located set out in Part 2 of the Plan – Environment Provisions; and</i></p> <p>c) <i>it complies with all other relevant standards for permitted activities set out in Part 3 of the Plan - District Wide Provisions.</i></p>	<p>a) The proposal will not comply with Rule 15.1.6B.1.1 as there will be a car parking shortfall.</p> <p>b) The proposal will be a Non-complying activity under Part 2 of the District Plan.</p> <p>c) The proposal will be a Non-Complying Activity Subdivision consent activity under Part 3 of the Plan.</p> <p>The proposal is not a Permitted Activity.</p>
15.1.6B.1.1	<p>ON-SITE CAR PARKING SPACES</p> <p><i>Where:</i></p> <p>i. <i>an activity establishes; or</i></p> <p>ii. <i>the nature of an activity changes; or</i></p> <p>iii. <i>buildings are altered to increase the number of persons provided for on the site;</i></p> <p><i>the minimum number of on-site car parking spaces to be provided for the users of an activity shall be determined by reference to Appendix 3C, unless an activity complies with the exemptions below...</i></p>	<p>There are four dwellings with only one car parking space allocated, and as such a four-space shortfall.</p> <p>Proposal does not comply.</p>

15.1.6B.1.4	ACCESSIBLE CAR PARKING SPACES	N/A as proposal is for residential development.
15.1.6B.1.5	<p>CAR PARKING SPACE STANDARDS</p> <p>a) <i>The required size of off-street car parking spaces, the manoeuvring space between, and the vehicle circulation routes providing access to them, shall be as set out in Appendix 3D.</i></p> <p>b) <i>Stacked parking will be permitted for one of two spaces associated with a specific residential unit. In determining the extent of area required for manoeuvring space, the Council will be guided by the Tracking Curve diagrams as shown in Appendix 3E.</i></p> <p>c) <i>All parking, loading, access drives and manoeuvring areas shall be formed and provided with an all weather surface, drained, marked out and maintained to the satisfaction of the Council, and shall be kept free and available for the uses intended. Where a parking area provides four or more car parking spaces is adjacent to a road, a kerb or a barrier shall be provided to prevent direct access except at the designated vehicle access point.</i></p>	<p>a) The proposed 90-degree car parking spaces are 2.5m wide and manoeuvring will be compliant.</p> <p>b) Units 11, 12 and 13 will have stacked car parking for their required spaces.</p> <p>c) All parking areas and access drives will be formed and sealed.</p> <p>Proposal complies.</p>
15.1.6B.1.6	LOADING SPACES	N/A as the proposal is for a residential activity.
15.1.6B.2	<p>RESTRICTED DISCRETIONARY ACTIVITIES</p> <p><i>An activity is a restricted discretionary activity if:</i></p> <p>a) <i>it does not comply with Rule 15.1.6B.1.1 Onsite Car Parking Spaces above; but</i></p> <p>b) <i>it complies with all other standards for permitted activities in 15.1.6B.1 above; and</i></p> <p>c) <i>it complies with Rules 15.1.6B.2.1 Cycling Facilities or 15.1.6B.2.2 Green Space below; and</i></p> <p>d) <i>it complies with the relevant standards for permitted, controlled or restricted discretionary activities in the particular zone in which it is located set out in Part 2 of the Plan - Environment Provisions; and</i></p> <p>e) <i>it complies with all other relevant standards for permitted, controlled or restricted discretionary activities set out in Part 3 of the Plan - District Wide Provisions.</i></p>	<p>a) The proposal does not comply with Rule 15.1.6B.1.1 Onsite Car Parking Spaces.</p> <p>b) The proposal complies with all other standards for permitted activities in 15.5.6B.1 above.</p> <p>c) These standards are not relevant as the site is in the Residential Zone.</p> <p>d) The proposal does not comply and is a Non-complying activity under the residential zoning.</p> <p>e) The proposal will be a Non-Complying subdivision activity under Part 3 of the District Plan.</p> <p>The proposal is not a Restricted Discretionary Activity.</p>
15.1.6B.3	<p>DISCRETIONARY ACTIVITIES</p> <p><i>An activity is a discretionary activity in any zone if:</i></p> <p>a) <i>it does not comply with one or more of the standards for permitted and restricted discretionary activities set out in Rules 15.1.6B.1 and 15.1.6B.2 above; and</i></p> <p>b) <i>it complies with the relevant standards for permitted, controlled, restricted discretionary or discretionary</i></p>	<p>a) The proposal does not comply with Rule 15.1.6B.1.1 Onsite Car Parking Spaces.</p> <p>b) The proposal is a Non-Complying activity</p>

	<p><i>activities in the particular zone in which it is located set out in Part 2 of the Plan – Environment Provisions; and</i></p> <p>c) <i>it complies with all other relevant standards for permitted, controlled, restricted discretionary or discretionary activities set out in Part 3 of the Plan – District Wide Provisions.</i></p>	<p>under the residential zoning.</p> <p>c) The proposal will be a Non-complying subdivision activity under Part 3 of the District Plan.</p> <p>The proposal will be not be a Discretionary Activity.</p>				
15.1.6C	Access					
15.1.6C.1	<p>PERMITTED ACTIVITIES</p> <p><i>An activity is a permitted activity if:</i></p> <p>a) <i>it complies with the standards set out in Rules 15.1.6C.1.1 to 15.1.6C.1.11; and</i></p> <p>b) <i>it complies with the relevant standards for permitted activities in the particular zone in which it is located set out in Part 2 of the Plan – Environment Provisions; and</i></p> <p>c) <i>it complies with all other relevant standards for permitted activities set out in Part 3 of the Plan - District Wide Provisions.</i></p> <p><i>The rules below apply to access to fee simple title allotments, cross or company leases, unit titles, leased premises and Maori land</i></p>	<p>a) The proposal will not comply with all standards as noted below.</p> <p>b) The proposal will be a Non-Complying activity under the residential zoning.</p> <p>c) The proposal will be a Non-Complying subdivision consent activity under Part 3 of the Plan.</p> <p>The Proposal is not a Permitted Activity.</p>				
15.1.6C.1.1	<p>PRIVATE ACCESSWAY IN ALL ZONES</p> <p>a) <i>The construction of private accessway, in addition to the specifics also covered within this rule, is to be undertaken in accordance with Appendix 3B-1 in Part 4 of this Plan.</i></p> <p>b) <i>Minimum access widths and maximum centreline gradients, are set out in the Appendix 3B-1 table except that the grade shall be:</i></p> <table border="1" data-bbox="418 1368 1007 1449"> <tr> <td>All urban zones; excluding the Commercial and Industrial Zones</td> <td>No steeper than 1:8 adjacent to the road boundary for at least 5m.</td> </tr> <tr> <td>Commercial and Industrial Zones</td> <td>No steeper than 1:20 adjacent to the road boundary for a length of at least 6m.</td> </tr> </table> <p>c) <i>A private accessway may serve a maximum of 8 household equivalents.</i></p> <p>d) <i>Where a subdivision serves 9 or more sites, access shall be by public road.</i></p> <p>e) <i>Access shall not be permitted:</i></p> <ol style="list-style-type: none"> i. <i>onto a State Highway or a Limited Access Road;</i> ii. <i>onto an arterial or collector road within 90m of its intersection with an arterial road or a collector road;</i> iii. <i>onto an arterial or collector road within 30m of its intersection with a local road;</i> iv. <i>onto a local road within 30m of its intersection with an arterial or collector road;</i> v. <i>onto Kerikeri Road (both sides of the road along the portion between Maraenui Drive and Cannon Drive). This rule does not apply to sites with lawfully established access points (as at 6 September 2001) onto Kerikeri Road.</i> 	All urban zones; excluding the Commercial and Industrial Zones	No steeper than 1:8 adjacent to the road boundary for at least 5m.	Commercial and Industrial Zones	No steeper than 1:20 adjacent to the road boundary for a length of at least 6m.	<p>a) Given the proposed accessway will service greater than 8 Household Equivalents, Appendix 3B-2 – Standards for Roads to Vest (Public Roads) must be used.</p> <p>b) The accessway will not meet the required 9m formation or 16m minimum legal width but will comply with the gradients.</p> <p>Proposal does not comply.</p> <p>c) The proposed accessway will serve more than 8 household equivalents but it has been agreed with Far North District Council that the accessway is appropriate for the subject site.</p> <p>Proposal does not comply.</p> <p>d) As above, a public road is not proposed.</p>
All urban zones; excluding the Commercial and Industrial Zones	No steeper than 1:8 adjacent to the road boundary for at least 5m.					
Commercial and Industrial Zones	No steeper than 1:20 adjacent to the road boundary for a length of at least 6m.					

	<p>vi. onto Kerikeri Inlet Road from Lot 1 DP 404507 or Lot 1 DP 181291 (and any sites created as result of a subdivision of these lots), except from a single vehicle crossing or intersection at least 30m from the adjoining boundary with Lot 2 DP 103531 and with at least 115m visibility in each direction.</p>	<p>Proposal does not comply.</p> <p>e) The proposal will involve access onto a State Highway, however there are no other options for the site.</p> <p>Proposal does not comply.</p> <p>Overall, the proposal does not comply.</p>										
<p>15.1.6C.1.2</p>	<p>PRIVATE ACCESSWAYS IN URBAN ZONES</p> <p>a) Private accessways in all urban zones, excluding the Commercial and Industrial Zones, shall comply with the following:</p> <table border="1" data-bbox="416 651 1007 842"> <tr> <td data-bbox="416 651 711 801"> <p>Where:</p> <p>(i) The private accessway serves no more than four residential units; and</p> <p>(ii) Visibility is not restricted; and</p> <p>(iii) The access is less than 60m long; or 60m long or longer and passing bays are provided at intervals not exceeding 60m.</p> </td> <td data-bbox="711 651 1007 801"> <p>The private accessway from the road boundary to any parking or loading space shall be:</p> <ul style="list-style-type: none"> not less than 3m wide; and a minimum overhead clearance of 4m. </td> </tr> <tr> <td data-bbox="416 801 711 842"> <p>Where any one of (i) through (iii) above are not complied with.</p> </td> <td data-bbox="711 801 1007 842"> <p>The private accessway shall be 5m wide.</p> </td> </tr> </table> <p>Note 1: The entrance standards from the road shall comply with the entrance standards detailed in Rules 15.1.6C.1.4 and 15.1.6C.1.5, as applicable.</p> <p>b) Private accessways in the Commercial Zone and Industrial Zones shall comply with the following:</p> <table border="1" data-bbox="451 954 954 1256"> <tr> <td data-bbox="451 954 703 1061"> <p>(i) One-way operation, excluding service stations.</p> <p>Note: A one-way operation is a 3m wide private accessway that provides entry to the site at one point and exit from the site at a different point.</p> </td> <td data-bbox="703 954 954 1061"> <p>The private accessway from the road to any parking or loading space shall:</p> <ul style="list-style-type: none"> not less than 3m or more than 4m in width; and have a minimum overhead clearance of 4.2m. </td> </tr> <tr> <td data-bbox="451 1061 703 1155"> <p>(ii) Two-way operation, excluding service stations.</p> <p>Note: A two-way operation is a 6m wide private accessway that provides entry and exit from the site at the same point.</p> </td> <td data-bbox="703 1061 954 1155"> <p>The private accessway from the road to any parking or loading space shall:</p> <ul style="list-style-type: none"> not be less than 6m or more than 7m in width; and have a minimum overhead clearance of 4.2m. </td> </tr> <tr> <td data-bbox="451 1155 703 1256"> <p>(iii) Service stations</p> </td> <td data-bbox="703 1155 954 1256"> <p>The private accessway from the road to any parking or loading space shall:</p> <ul style="list-style-type: none"> have a maximum width for one-way and two-way operations of 9m; and have a minimum overhead clearance of 4.2m. </td> </tr> </table> <p>c) All private accessways in all urban zones which serve two or more activities are to be sealed or concreted.</p>	<p>Where:</p> <p>(i) The private accessway serves no more than four residential units; and</p> <p>(ii) Visibility is not restricted; and</p> <p>(iii) The access is less than 60m long; or 60m long or longer and passing bays are provided at intervals not exceeding 60m.</p>	<p>The private accessway from the road boundary to any parking or loading space shall be:</p> <ul style="list-style-type: none"> not less than 3m wide; and a minimum overhead clearance of 4m. 	<p>Where any one of (i) through (iii) above are not complied with.</p>	<p>The private accessway shall be 5m wide.</p>	<p>(i) One-way operation, excluding service stations.</p> <p>Note: A one-way operation is a 3m wide private accessway that provides entry to the site at one point and exit from the site at a different point.</p>	<p>The private accessway from the road to any parking or loading space shall:</p> <ul style="list-style-type: none"> not less than 3m or more than 4m in width; and have a minimum overhead clearance of 4.2m. 	<p>(ii) Two-way operation, excluding service stations.</p> <p>Note: A two-way operation is a 6m wide private accessway that provides entry and exit from the site at the same point.</p>	<p>The private accessway from the road to any parking or loading space shall:</p> <ul style="list-style-type: none"> not be less than 6m or more than 7m in width; and have a minimum overhead clearance of 4.2m. 	<p>(iii) Service stations</p>	<p>The private accessway from the road to any parking or loading space shall:</p> <ul style="list-style-type: none"> have a maximum width for one-way and two-way operations of 9m; and have a minimum overhead clearance of 4.2m. 	<p>a) The private accessway will be 6.7 metres wide inclusive of pedestrian pathways.</p> <p>b) N/A.</p> <p>c) Proposed access is sealed.</p> <p>Proposal Complies.</p>
<p>Where:</p> <p>(i) The private accessway serves no more than four residential units; and</p> <p>(ii) Visibility is not restricted; and</p> <p>(iii) The access is less than 60m long; or 60m long or longer and passing bays are provided at intervals not exceeding 60m.</p>	<p>The private accessway from the road boundary to any parking or loading space shall be:</p> <ul style="list-style-type: none"> not less than 3m wide; and a minimum overhead clearance of 4m. 											
<p>Where any one of (i) through (iii) above are not complied with.</p>	<p>The private accessway shall be 5m wide.</p>											
<p>(i) One-way operation, excluding service stations.</p> <p>Note: A one-way operation is a 3m wide private accessway that provides entry to the site at one point and exit from the site at a different point.</p>	<p>The private accessway from the road to any parking or loading space shall:</p> <ul style="list-style-type: none"> not less than 3m or more than 4m in width; and have a minimum overhead clearance of 4.2m. 											
<p>(ii) Two-way operation, excluding service stations.</p> <p>Note: A two-way operation is a 6m wide private accessway that provides entry and exit from the site at the same point.</p>	<p>The private accessway from the road to any parking or loading space shall:</p> <ul style="list-style-type: none"> not be less than 6m or more than 7m in width; and have a minimum overhead clearance of 4.2m. 											
<p>(iii) Service stations</p>	<p>The private accessway from the road to any parking or loading space shall:</p> <ul style="list-style-type: none"> have a maximum width for one-way and two-way operations of 9m; and have a minimum overhead clearance of 4.2m. 											
<p>15.1.6C.1.3</p>	<p>PASSING BAYS ON PRIVATE ACCESSWAYS IN ALL ZONES</p> <p>a) Where required, passing bays on private accessways are to be at least 15m long and provide a minimum usable access width of 5.5m.</p> <p>b) Passing bays are required:</p> <ol style="list-style-type: none"> in rural and coastal zones at spacings not exceeding 100m; on all blind corners in all zones at locations where the horizontal and vertical alignment of the private accessway restricts the visibility. <p>c) All accesses serving 2 or more sites shall provide passing bays and vehicle queuing space at the vehicle crossing to the legal road.</p>	<p>a) Passing bays are not required.</p> <p>b) The site is not located in the rural or coastal zone and there are no blind corners.</p> <p>c) Access allows for two-way flow and there is sufficient queuing space.</p> <p>Proposal complies.</p>										
<p>15.1.6C.1.4</p>	<p>ACCESS OVER FOOTPATHS</p> <p>The following restrictions shall apply to vehicle access over footpaths:</p> <ol style="list-style-type: none"> no more than two crossings per site; and the maximum width of a crossing shall be: <table border="1" data-bbox="379 1917 1007 1973"> <tr> <td data-bbox="379 1917 699 1944">All activities; except service stations</td> <td data-bbox="699 1917 1007 1944">6m</td> </tr> <tr> <td data-bbox="379 1944 699 1973">Service stations or supermarkets</td> <td data-bbox="699 1944 1007 1973">9m</td> </tr> </table> <p>Note: Consideration should be given to the location of crossings and the potential for signage to ensure pedestrian safety.</p>	All activities; except service stations	6m	Service stations or supermarkets	9m	<p>a) The proposed development will have one crossing.</p> <p>b) The crossing widths will be 5.5m.</p> <p>Proposal complies.</p>						
All activities; except service stations	6m											
Service stations or supermarkets	9m											

<p>15.1.6C.1.6</p>	<p>VEHICLE CROSSING STANDARDS IN URBAN ZONES</p> <p>a) <i>Private access off streets in the urban zones the vehicle crossing is to be constructed in accordance with Council’s “Engineering Standards and Guidelines” (June 2004 – Revised 2009).</i></p> <p>b) <i>Where the vehicle crossing serves two or more properties the vehicle crossing is to be widened to provide a double width vehicle crossing.</i></p> <p><u>Note 1:</u> <i>Refer to Appendix 3G for a visual representation of what a vehicle crossing is and how it works in relation to a private access.</i></p>	<p>a) The private access will meet the standards.</p> <p>b) A double width vehicle crossing will be provided.</p> <p>Proposal complies.</p>
<p>15.1.6C.1.7</p>	<p>GENERAL ACCESS STANDARDS</p> <p>a) <i>Provision shall be made such that there is no need for vehicles to reverse off a site except where there are less than 4 parking spaces gaining access from a local road.</i></p> <p>b) <i>All bends and corners on the private accessway are to be constructed to allow for the passage of a Heavy Rigid Vehicle.</i></p> <p>c) <i>Any access where legal width exceeds formation requirements shall have surplus areas (where legal width is wider than the formation) grassed.</i></p> <p>d) <i>Runoff from impermeable surfaces shall, wherever practicable, be directed to grass swales and/or shall be managed in such a way as will reduce the volume and rate of stormwater runoff and contaminant loads.</i></p>	<p>a) No vehicles will reverse off the site.</p> <p>b) There are no bends or corners on the private accessway.</p> <p>c) Legal width does not exceed formation requirements.</p> <p>d) Design will be constructed to have appropriate stormwater management.</p> <p>Proposal complies.</p>
<p>15.1.6C.1.8</p>	<p>FRONTAGE TO EXISTING ROADS</p> <p>a) <i>Where any proposed subdivision has frontage to a road or roads that do not meet the legal road width standards specified by the Council in its “Engineering Standards and Guidelines” (June 2004 – Revised 2009), road widening shall be vested in the name of the Council.</i></p> <p>b) <i>Where any proposed subdivision has frontage to a road or roads that are not constructed to the standards specified by the Council in its “Engineering Standards and Guidelines” (June 2004 – Revised 2009), then the applicant shall complete the required improvements.</i></p> <p>c) <i>Where a site has more than one road frontage or frontage to a service lane or right-of-way (ROW) in addition to a road frontage, access to the site shall be in a place that:</i></p> <p style="margin-left: 40px;">i. <i>facilitates passing traffic, entering and exiting traffic, pedestrian traffic and the intended use of the site;</i></p> <p style="margin-left: 40px;">ii. <i>is from the road or service lane or ROW that carries the lesser volume of traffic.</i></p> <p>d) <i>Where any proposed subdivision has frontage to a road on which the carriageway encroaches, or is close to the subject lot or lots, the encroachment or land shall vest in Council such that either the minimum berm width between the kerb or road edge and the boundary is 2m or the boundary is at least 6m from the centreline of the road whichever is the greater.</i></p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) Noted.</p> <p>d) Noted.</p> <p>Proposal complies.</p>

15.1.6C.1.9	<p>NEW ROADS <i>All new public roads shall be laid out, constructed and vested in accordance with the standards set out in the Council’s “Engineering Standards and Guidelines” June (2004 – Revised 2009).</i></p>	Noted.
15.1.6C.1.10	<p>SERVICE LANES, CYCLE AND PEDESTRIAN ACCESSWAYS <i>a) Service lanes, cycle and pedestrian accessways shall be laid out and vested in accordance with the standards set out in the Council’s “Engineering Standards and Guidelines” June (2004 – Revised 2009).</i> <i>b) All access reserved for pedestrians only shall be a footpath, formed and concreted (or an alternative surface) to Councils satisfaction.</i></p>	<p>a) The proposal includes a 1.2m wide footpath where 1.5m is required by the Engineering standards. Proposal does not comply. b) Footpaths will be formed from concrete. Proposal complies.</p> <p>Overall, the proposal does not comply.</p>
15.1.6C.2	<p>DISCRETIONARY ACTIVITIES <i>An activity is a discretionary activity if:</i> <i>a) it does not comply with one or more of the standards for permitted activities set out in Rules 15.1.6C.1.1 to 15.1.6C.1.11; but</i> <i>b) it complies with the relevant standards for permitted, controlled, restricted discretionary or discretionary activities in the particular zone in which it is located set out in Part 2 of the Plan - Environment Provisions; and</i> <i>c) it complies with all other relevant standards for permitted, controlled, restricted discretionary or discretionary activities set out in Part 3 of the Plan - District Wide Provisions.</i></p>	<p>a) The proposal will not comply with all the transportation standards. b) The proposal will be a Non-complying activity under Part 2 of the Plan. c) The proposal will be a Non-Complying Subdivision consent activity under Part 3 of the Plan.</p> <p>Overall, the Proposal is not a Discretionary activity.</p>
16	SIGNS AND LIGHTING	
16.6	<p>RULES <i>Activities affected by this Section of the Plan must comply not only with the rules in this Section, but also with the relevant standards applying to the zone in which the activity is located (refer to Part 2 - Environment Provisions), and with other relevant standards in Part 3 – District Wide Provisions</i></p>	Noted.
16.6.1	<p>PERMITTED ACTIVITIES <i>An activity is a permitted activity if:</i> <i>a) it complies with the standards for permitted activities set out in Rules 16.6.1.1 to 16.6.1.5 below; and</i> <i>b) it complies with the relevant standards for permitted activities in the zone in which it is located, set out in Part 2 of the Plan - Environment Provisions; and</i> <i>c) it complies with the other relevant standards for permitted activities set out in Part 3 of the Plan - District Wide Provisions.</i></p>	
16.6.1.1	LIGHT SPILL & GLARE	The proposed lighting will comply with these

	<p>a) <i>Outdoor lighting used by, or in association with, any activity, including any illuminated sign, shall not exceed the following limits:</i></p> <p>i) <i>between 0700hrs and 2200hrs the use of any outdoor lighting shall not cause an added luminance in excess of 25Lux measured horizontally or vertically at any point on the boundary of any adjacent site zoned Residential, Coastal Residential, Rural Living, Russell Township, South Kerikeri Inlet or Coastal Living;</i></p> <p>ii) <i>between 2200hrs and 0700hrs the following day the use of any outdoor lighting shall not cause an added luminance in excess of 10Lux measured horizontally or vertically at any point 2m within the boundary of any adjacent site zoned Residential, Coastal Residential, Rural Living, Russell Township, South Kerikeri Inlet or Coastal Living.</i></p> <p>b) <i>All outdoor lighting, except street lighting, shall be directed away from roads and any adjacent sites zoned Residential, Coastal Residential, Rural Living, Russell Township, South Kerikeri Inlet or Coastal Living. Street lighting shall be designed and constructed in accordance with the AS/NZS 1158, NZS 4404:2002 “Land Development and Subdivision Engineering” and Council’s “Engineering Standards and Guidelines” (June 2004 – Revised 2009).</i></p> <p>c) <i>Any activity which involves lighting and is situated on a site adjacent to a State Highway and within 50m of the carriageway is permitted provided that all exterior lighting on properties adjacent to State Highways is in accordance with Australian Standard No. 4282-1997 “Control of Obtrusive Effects of Outdoor Lighting”.</i></p>	<p>requirements. Please refer to the Lighting Plan within Appendix 9 for further information.</p> <p>The proposal is a Permitted Activity.</p>
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Subdivision Consents (s11)

**TABLE 4
PART THREE
Chapter 13 – Subdivision**

RULE	PROVISION	PROPOSAL
13.7	<p>CONTROLLED (SUBDIVISION) ACTIVITIES</p> <p><i>Subdivision is a controlled activity where it complies with the following standards and the standards set out in rules under 13.7.1, 13.7.2 and 13.7.3. Under s106(1) the Council may refuse to grant a subdivision consent if it considers that either:</i></p> <p>a) <i>any land in respect of which a consent is sought, or any structure on that land, is or is likely to be subject to material damage by erosion, falling debris, subsidence, slippage, or inundation from any source; or</i></p> <p>b) <i>any subsequent use that is likely to accelerate, worsen, or result in material damage to that land, other land, or structure, by erosion, falling debris, subsidence, slippage, or inundation from any source; or</i></p>	<p>Please see the below sections for compliance or otherwise with Rules under 13.7.1, 13.7.2 and 13.7.3.</p> <p>None of the provisions of Rule 13.7(a), (b) or (c) are applicable to the subject proposal.</p> <p>The proposal will not be a controlled activity as it cannot comply with Rule</p>

	<p>c) <i>sufficient provision has not been made for legal and physical access to each allotment to be created by the subdivision.</i></p>	<p>13.7.2 Allotment sizes, dimensions and other standards (namely Rule 13.7.2.1 Minimum area for vacant new lots and new lots which already accommodate structures and Rule 13.7.2.2 Allotment dimensions).</p>						
13.7.1	BOUNDARY ADJUSTMENTS: ALL ZONES EXCEPT THE RECREATIONAL ACTIVITIES AND CONSERVATION ZONES	N/A – boundary adjustments are not proposed.						
13.7.2	ALLOTMENT SIZES, DIMENSIONS AND OTHER STANDARDS	See assessment below						
13.7.2.1	<p>MINIMUM AREA FOR VACANT NEW LOTS AND NEW LOTS WHICH ALREADY ACCOMMODATE STRUCTURES <i>Every allotment to be created by a subdivision shall comply either with the conditions of a resource consent or with the minimum standards specified as follows in Table 13.7.2.1, and shall comply with all other relevant zone rules, except as provided for in Rules 13.7.2.4, 13.7.2.5, 13.7.2.6 and 13.7.2.7 below.</i></p>	<p>The allotments will be created by subdivision around the approved resource (land use) consent being processed concurrently. We proposed that if the titles are created before the buildings are built, consent notices be applied to the subdivision consent to build dwellings in accordance with the approved land use consent.</p>						
TABLE 13.7.2.1	<p>MINIMUM LOT SIZES</p> <p>(v) RESIDENTIAL ZONE</p> <table border="1"> <thead> <tr> <th>Controlled Activity Status (Refer also to 13.7.3)</th> <th>Discretionary Activity Status (Refer also to 13.9)</th> </tr> </thead> <tbody> <tr> <td>The minimum lot sizes are 3,000m² (unsewered) and 600m² (sewered).</td> <td>The minimum lot sizes are 2,000m² (unsewered) and 300m² (sewered).</td> </tr> </tbody> </table>	Controlled Activity Status (Refer also to 13.7.3)	Discretionary Activity Status (Refer also to 13.9)	The minimum lot sizes are 3,000m ² (unsewered) and 600m ² (sewered).	The minimum lot sizes are 2,000m ² (unsewered) and 300m ² (sewered).	N/A – Subdivision to be created around approved Land Use Consent conditions.		
Controlled Activity Status (Refer also to 13.7.3)	Discretionary Activity Status (Refer also to 13.9)							
The minimum lot sizes are 3,000m ² (unsewered) and 600m ² (sewered).	The minimum lot sizes are 2,000m ² (unsewered) and 300m ² (sewered).							
13.7.2.2	<p>ALLOTMENT DIMENSIONS <i>Any allotment created in terms of these rules must be able to accommodate a square building envelope of the minimum dimensions specified below; which does not encroach into the permitted activity boundary setbacks for the relevant zones:</i></p> <table border="1"> <thead> <tr> <th>Zone</th> <th>Minimum Dimension</th> </tr> </thead> <tbody> <tr> <td>Residential, Coastal Residential, Russell Township</td> <td>14m x 14m</td> </tr> <tr> <td>Rural Production, Minerals, General Coastal, Coastal Living, South Kerikeri Inlet, Rural Living, Waimate North, Point Veronica and Carrington Estate</td> <td>30m x 30m</td> </tr> </tbody> </table> <p><i>Any allotment created in terms of these rules shall comprise one contiguous parcel of land, except that in the case of land subdivided under the Unit Titles Act 2010, the principal unit and any accessory units shall be deemed to be a contiguous area if they are contained within the same site.</i></p>	Zone	Minimum Dimension	Residential, Coastal Residential, Russell Township	14m x 14m	Rural Production, Minerals, General Coastal, Coastal Living, South Kerikeri Inlet, Rural Living, Waimate North, Point Veronica and Carrington Estate	30m x 30m	<p>The proposed lots will not be able to meet the allotment dimension.</p> <p>Proposal does not comply.</p>
Zone	Minimum Dimension							
Residential, Coastal Residential, Russell Township	14m x 14m							
Rural Production, Minerals, General Coastal, Coastal Living, South Kerikeri Inlet, Rural Living, Waimate North, Point Veronica and Carrington Estate	30m x 30m							

13.8	RESTRICTED DISCRETIONARY ACTIVITIES	The proposal does not fit within any of these Rule parameters.
13.9	<p>DISCRETIONARY (SUBDIVISION) ACTIVITIES <i>Subdivision is a discretionary activity where:</i></p> <ul style="list-style-type: none"> a) <i>it does not comply with one or more of the standards for controlled or restricted-discretionary (subdivision) activities set out in rules under 13.7 and 13.8, but</i> b) <i>it complies with the rules under 13.9.1, 13.9.2 or 13.9.3;</i> c) <i>it is located in the Pouerua Heritage Precinct</i> <p><i>If a subdivision activity does not comply with the standards for a discretionary (subdivision) activity, it will be a non-complying (subdivision) activity.</i></p>	<p>The proposal is not a discretionary activity as it does not comply with the minimum net area requirements under the controlled activity status. Proposal does not comply.</p> <p>Overall, the proposal will be a Non-Complying Activity.</p>
13.9.1	<p>MINIMUM NET AREA FOR VACANT NEW LOTS AND NEW LOTS WHICH ALREADY ACCOMMODATE STRUCTURES <i>Refer to Table 13.7.2.1 under Rule 13.7.2.1 column headed “Discretionary Activity Status”.</i></p>	<p>The proposal cannot meet the Discretionary activity status minimum net area for new lots, which is 300m² for sewered sites. Proposal does not comply.</p>
13.9.2	MANAGEMENT PLANS	N/A
13.9.3	DEVELOPMENT BONUS	N/A
13.11	<p>NON-COMPLYING (SUBDIVISION) ACTIVITIES <i>Subdivision is a non-complying activity where:</i></p> <ul style="list-style-type: none"> a) <i>If a subdivision activity does not comply with the standards for a discretionary (subdivision) activity; or</i> b) <i>the subdivision is in a Coastal Hazard 1 Area, as shown on the Coastal Hazard Maps;</i> c) <i>the subdivision is in the Recreational Activities and Conservation Zones. Any application for a subdivision in the Recreational Activities and Conservation Zones will be publicly notified; or</i> d) <i>a new boundary line passes through the Outstanding Natural Feature (Appendix 1A) or Outstanding Landscape Feature (Appendix 1B) or a lot is created which results in the only building site and/or access to it being located in the feature unless it is for creation of a reserve under the Reserves Act 1977. This clause does not apply within the Pouerua Heritage Precinct.</i> e) <i>if a subdivision activity does not comply with the standards of Rule 13.8.1 (National Grid Corridor).</i> <p><i>The Council will use the assessment criteria in 13.10 as a guide when assessing non-complying subdivision activities in conjunction with the matters set out in Sections 104, 104B, 104D and 106 of the Act.</i></p>	<ul style="list-style-type: none"> a). Noted. The subdivision does not comply with the standards for minimum net site area for new lots (300m²). b). N/A. The subdivision is not within the Coastal Hazard 1 Area. c). N/A. The subdivision is not in the Recreational Activities and Conservation Zones. d). N/A. The site does not contain an Outstanding Natural Feature. e). N/A. The site is not located within the National Grid Corridor.

ASSESSMENT UNDER THE PROPOSED FAR NORTH DISTRICT PLAN 2022

- Revision: 24 May 2024

TABLE 5

Part 2 – District Matters

General District-Wide Matters

Earthworks

RULE	PROVISION	PROPOSAL
EW-R12	<i>Earthworks and the discovery of suspected sensitive material</i>	
	<i>PER-1 - The earthworks complies with standard EW-S3 – Accidental Discovery Protocol.</i>	The proposal will comply with the relevant protocols in the instance of any accidental discovery of sensitive material.
EW-R13	<i>Earthworks and erosion and sediment control</i>	
	<i>PER-1 – The earthworks complies with standard EW-S5 Erosion and sediment control.</i>	The proposal will comply with EW-S5.

Hazardous Substances

RULE	PROVISION	PROPOSAL
HS-R2	<i>Establishment of a new significant hazardous facility</i>	N/A.
HS-R5	<i>Significant hazardous facility within a scheduled site and area of significance to Maori</i>	N/A.
HS-R6	<i>Significant hazardous facility within a significant natural area</i>	N/A.
HS-R9	<i>Significant hazardous facility within a scheduled heritage resource</i>	N/A.

Heritage Area Overlays

RULE	PROVISION	PROPOSAL
HA-R1 – HA-R14	<i>Various</i>	N/A.

Historic Heritage

RULE	PROVISION	PROPOSAL
HH-R1 – HH-R10	<i>Various</i>	N/A.

Notable Trees

RULE	PROVISION	PROPOSAL
NT-R1 – NT-R9	<i>Various</i>	N/A.

Sites and Areas of Significance to Maori

RULE	PROVISION	PROPOSAL
SASM-R1 – SASM-R7	<i>Various</i>	N/A.

Ecosystems and Indigenous Biodiversity

RULE	PROVISION	PROPOSAL
IB-R1 – IB-R5	<i>Various</i>	N/A.

Subdivision

RULE	PROVISION	PROPOSAL
SUB-R6	<i>Environmental benefit subdivision</i>	N/A as not in Rural Production Zone.
SUB-R13	<i>Subdivision of a site within a heritage area overlay</i>	N/A.
SUB-R14	<i>Subdivision of a site containing a scheduled heritage resource</i>	N/A.
SUB-R15	<i>Subdivision of a site containing a scheduled site and area of significance to Maori</i>	N/A.
SUB-R17	<i>Subdivision of a site containing a scheduled SNA</i>	N/A.

Activities on the Surface of Water

RULE	PROVISION	PROPOSAL
ASW-R1 – ASW-R4	<i>Various</i>	N/A.

Signs

RULE	PROVISION	PROPOSAL
SIGN-R9 – SIGN-R10	<i>Various</i>	N/A.

* * *



NOTICE OF WRITTEN APPROVAL

Written Approval of Affected Parties in accordance with Section 95E of the Resource Management Act

PART A – To be completed by Applicant

Applicant/s Name:	Gemscott Kaikohe Limited
Address of proposed activity:	12-16 Mangakahia Road, Kaikohe
Legal description:	Lot 1 & 2 DP 313428 (53012 & 53013) and Kohewhata 44B 10 Block (NAPR194/52)
Description of the proposal (including why you need resource consent):	Proposal to construct 13 new residential units. Access and approval required to construct a stormwater line through 9 Purdy Street.
Details of the application are given in the attached documents & plans (list what documents & plans have been provided to the party being asked to provide written approval):	<ol style="list-style-type: none">1. <u>Drainage Layout Plan by CKL Sheets 4000-4001</u>2. _____3. _____4. _____5. _____6. _____

Notes to Applicant:

C.P.

1. Written approval must be obtained from all registered owners and occupiers.
2. The **original copy** of this signed form and **signed plans and accompanying documents** must be supplied to the Far North District Council.
3. The amount and type of information provided to the party from whom you seek written approval should be sufficient to give them a full understanding of your proposal, its effects and why resource consent is needed.
1. Written approval must be obtained from all registered owners and occupiers.
2. The **original copy** of this signed form and **signed plans and accompanying documents** must be supplied to the Far North District Council.
3. The amount and type of information provided to the party from whom you seek written approval should be sufficient to give them a full understanding of your proposal, its effects and why resource consent is needed.

PART B – To be completed by Parties giving approval

Notes to the party giving written approval:

1. If the owner and the occupier of your property are different people then separate written approvals are required from each.
2. You should only sign in the place provided on this form and accompanying plans and documents if you **fully understand** the proposal and if you **support** or have **no opposition** to the proposal. Council will not accept conditional approvals. If you have conditions on your approval, these should be discussed and resolved with the applicant directly.
3. Please note that when you give your written approval to an application, council cannot take into consideration any actual or potential effects of the proposed activity on you unless you formally withdraw your written approval **before** a decision has been made as to whether the application is to be notified or not. After that time you can no longer withdraw your written approval.
4. Please sign and date all associated plans and documentation as referenced overleaf and return with this form.
5. If you have any concerns about giving your written approval or need help understanding this process, please feel free to contact the duty planner on 0800 920 029 or (09) 401 5200.

Full name/s of party giving approval:

Graeme
~~Graham~~ Martin Puckey

G.P.

Address of affected property including legal description

9 Purdy Street, Kaikohe
Lot 10 DP 38220 (NA93C/673)

Contact Phone Number/s and email address

Daytime: 021 973560

email: mbpandp@entra.co.nz

I am/we are the OWNER(S) / OCCUPIER(S) of the property (circle which is applicable)

Please note: in most instances the approval of all the legal owners and the occupiers of the affected property will be necessary.

1. I/We have been provided with the details concerning the application submitted to Council and understand the proposal and aspects of non-compliance with the Operative District Plan.
2. I/We have signed each page of the plans and documentation in respect of this proposal (these need to accompany this form).
3. I/We understand and accept that once I/we give my/our approval the Consent Authority (Council) cannot take account of any actual or potential effect of the activity and/or proposal upon me/us when considering the application and the fact that any such effect may occur shall not be relevant grounds upon which the Consent Authority may refuse to grant the application.
4. I/We understand that at any time before the notification decision is made on the application, I/we may give notice in writing to Council that this approval is withdrawn.

Signature

G.P.

Date

25.8.2024

Signature

Date

Signature

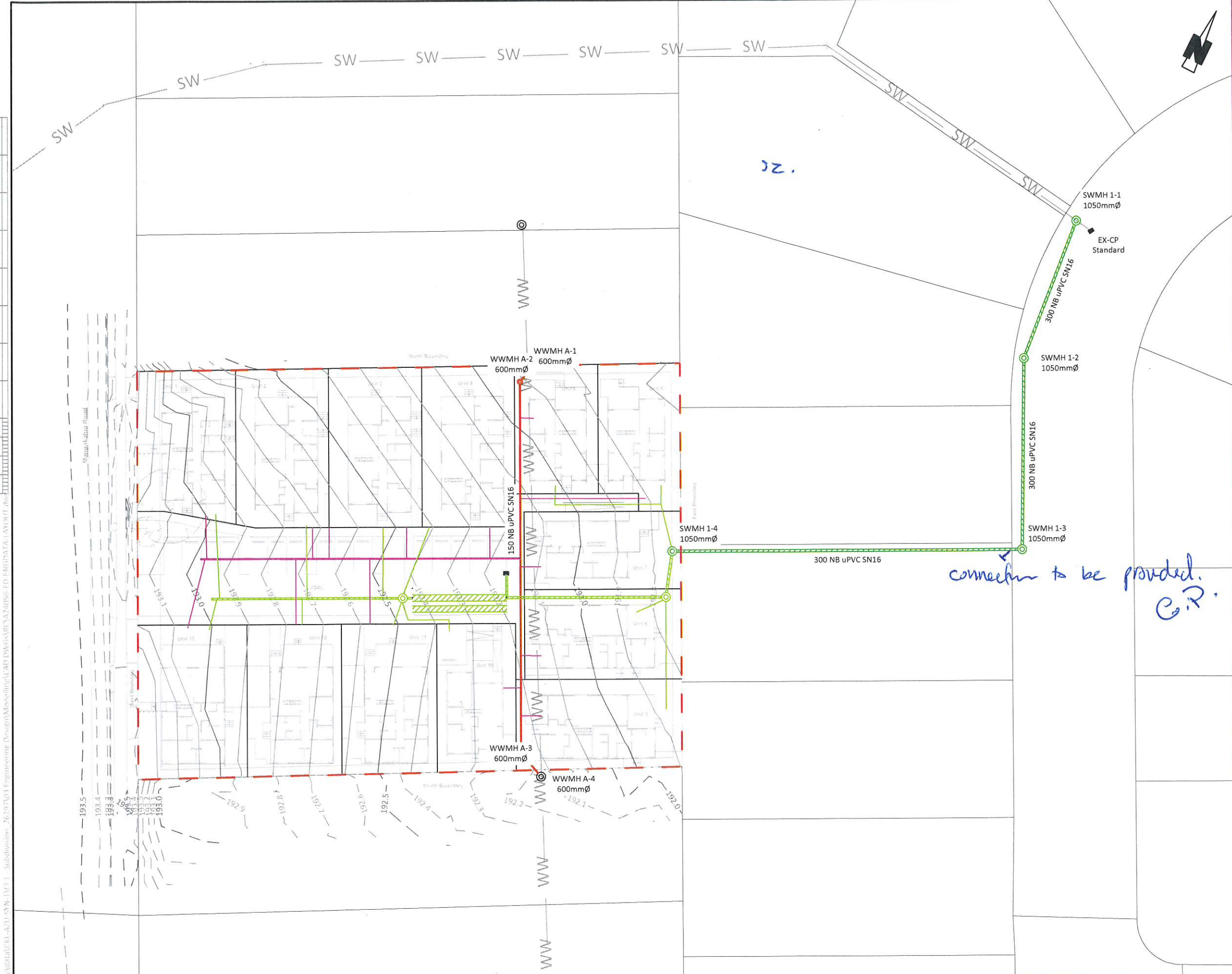
Date

Signature

Date

Private Bag 752, Memorial Ave, Kaikohe 0440, New Zealand, Freephone: 0800 920 029,
Phone: (09) 401 5200, Fax: 401 2137, Email: ask.us@fndc.govt.nz, Website: www.fndc.govt.nz

G.P.



- DRAINAGE NOTES:**
1. ALL PUBLIC DRAINAGE WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH WDC ENGINEERING STANDARDS.
 2. ALL PRIVATE DRAINAGE WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH THE NEW ZEALAND BUILDING CODE (NZBC) AND APPLICABLE STANDARDS.
 3. ALL WASTEWATER AND STORMWATER LOT CONNECTIONS WILL BE uPVC SN16.
 4. ALL PIPELINES UNDER TRAFFICABLE AREAS TO BE HARDFILL BACKFILLED WITH GAP40/65 AS SPECIFIED. ALL PIPE CROSS-OVERS <250mm ARE TO BE POLYSTYRENE PACKED.
 5. ALL DRAINAGE WORKS SHALL BE CARRIED OUT UNDER THE SUPERVISION OF A REGISTERED DRAIN LAYER AND IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY PRACTICES. WHERE REQUIRED, DRAINAGE WORKS TO BE UNDERTAKEN BY AN APPROVED LICENSED CONTRACTOR (A.L.C.).
 6. THE CONTRACTOR SHALL LIAISE WITH THE UTILITY PROVIDER FOR THE STANDARD CLEARANCE REQUIREMENTS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL EXISTING SERVICES WITHIN THE EXTENT OF THE WORKS PRIOR TO COMMENCEMENT. ALL TESTING AND POTHOLING SHALL BE AT THE CONTRACTOR'S EXPENSE.
 7. ALL EXISTING BERMS, CARRIAGEWAYS AND CROSSINGS TO BE RE-INSTATED AS PER COUNCIL/CONTROLLING AUTHORITY REQUIREMENTS.
 8. A COPY OF THE SITE SPECIFIC HEALTH AND SAFETY PLAN SHALL BE AVAILABLE ON SITE.
 9. ALL TRAFFIC MANAGEMENT AND CORRIDOR ACCESS PERMIT(S) SHOULD BE OBTAINED BY THE CONTRACTOR PRIOR TO CONSTRUCTION WITH THE ROAD CORRIDOR/RESERVE.
 10. 45-DEGREE WYE JUNCTIONS TO BE USED FOR ALL LOT CONNECTIONS TO MAIN DRAINAGE LINES AS PER NZBC E1 AND G13.
 11. INSPECTION POINTS AND RISERS MUST BE INSTALLED AT WASTEWATER WYE JUNCTIONS AS PER NZBC G13.

- DRAINAGE PRE-CONSTRUCTION NOTES:**
1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND ACCURATELY CONFIRM INVERT AND LID LEVELS OF EXISTING DRAINAGE MANHOLES AND CONNECTION POINTS PRIOR TO COMMENCING CONSTRUCTION. WHERE LEVELS DIFFER TO THOSE SHOWN THE CONTRACTOR SHALL ADVISE THE ENGINEER ACCORDINGLY.
 2. THE DRAWINGS DO NOT NECESSARILY SHOW ALL EXISTING SERVICES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ACCURATELY LOCATE AND PROTECT ALL EXISTING SERVICES DURING THE CONSTRUCTION PERIOD.

DRAINAGE LEGEND:

- EXISTING SW (PUBLIC)
- PROPOSED SW (PUBLIC)
- PROPOSED SW (PRIVATE)
- PROPOSED SW CONNECTION (PRIVATE)
- INDICATIVE ABOVE GROUND SW ATTENUATION TANKS (PRIVATE)
- EXISTING WW (PUBLIC)
- PROPOSED WW (PUBLIC)
- PROPOSED WW CONNECTION (PUBLIC)
- PROPOSED WW (PRIVATE)
- PROPOSED WW CONNECTION (PRIVATE)

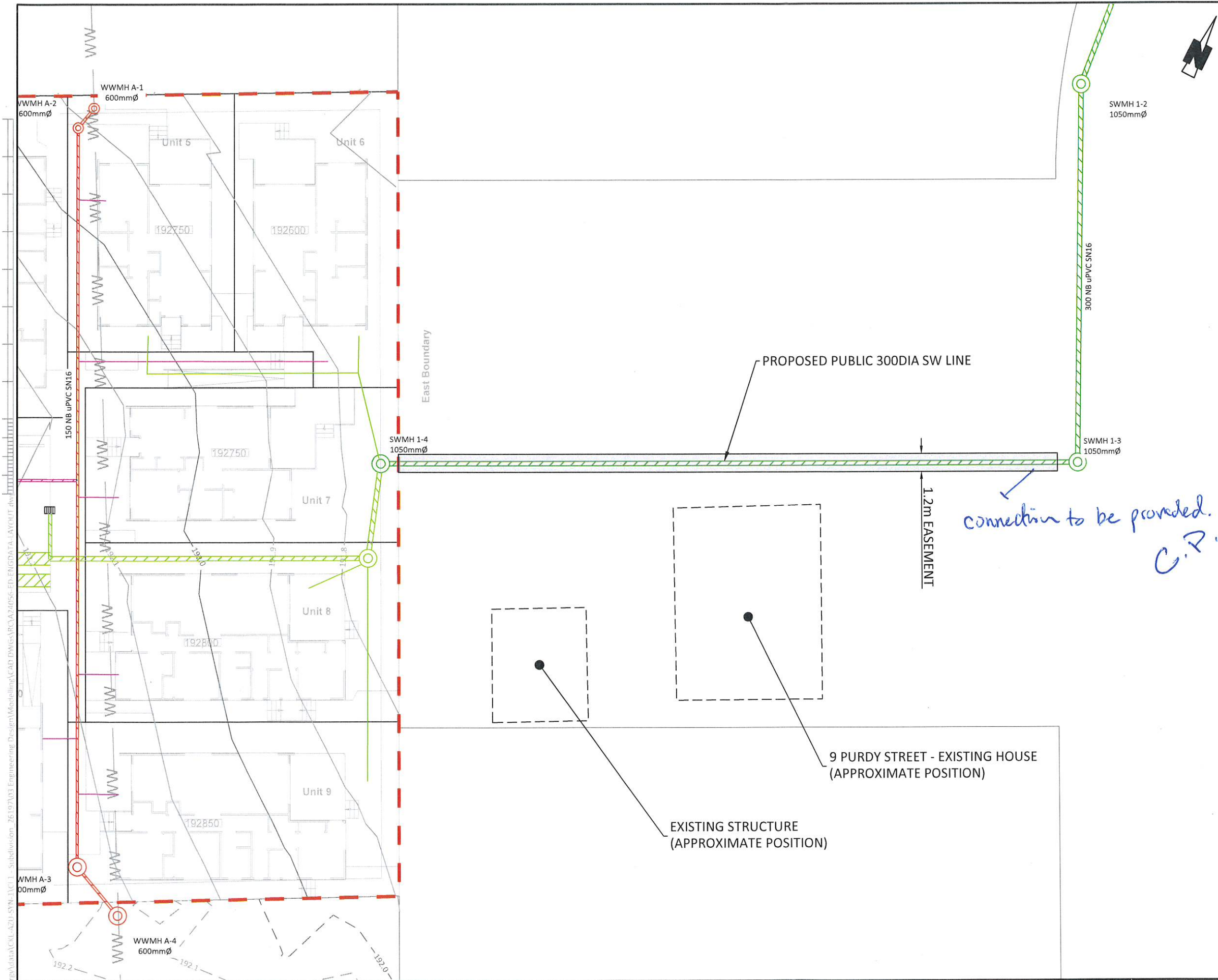
DRAFT

CKL
 Planning | Surveying | Engineering | Environmental
 OFFICE
 Auckland
 A: 25 Broadway, Auckland
 P: 09 524 7029
 E: Auckland@ckl.co.nz

GEMSCOTT LIMITED
 12-16 MANGAKAHIA ROAD
 KAIKOHE

DRAINAGE OVERVIEW PLAN

Issue	Description	Checked	Date	Date	Scale:
1	FOR RESOURCE CONSENT	SJ			1:300
					Designed: AV 11.07.24
					Drawn: AV 11.07.24
					Checked: SJ (A3 Original)
			Job No:	Dwg No:	Rev:
			A24056	4000	1



DRAINAGE NOTES:

1. ALL PUBLIC DRAINAGE WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH WDC ENGINEERING STANDARDS.
2. ALL PRIVATE DRAINAGE WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH THE NEW ZEALAND BUILDING CODE (NZBC) AND APPLICABLE STANDARDS.
3. ALL WASTEWATER AND STORMWATER LOT CONNECTIONS WILL BE uPVC SN16.
4. ALL PIPELINES UNDER TRAFFICABLE AREAS TO BE HARDFILL BACKFILLED WITH GAP40/65 AS SPECIFIED. ALL PIPE CROSS-OVERS <250mm ARE TO BE POLYSTYRENE PACKED.
5. ALL DRAINAGE WORKS SHALL BE CARRIED OUT UNDER THE SUPERVISION OF A REGISTERED DRAIN LAYER AND IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY PRACTICES. WHERE REQUIRED, DRAINAGE WORKS TO BE UNDERTAKEN BY AN APPROVED LICENSED CONTRACTOR (A.L.C.).
6. THE CONTRACTOR SHALL LIAISE WITH THE UTILITY PROVIDER FOR THE STANDARD CLEARANCE REQUIREMENTS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL EXISTING SERVICES WITHIN THE EXTENT OF THE WORKS PRIOR TO WORKS COMMENCEMENT. ALL TESTING AND POTHOLING SHALL BE AT THE CONTRACTOR'S EXPENSE.
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- EXISTING WW (PUBLIC)
- PROPOSED WW (PUBLIC)
- PROPOSED WW CONNECTION (PUBLIC)
- PROPOSED WW (PRIVATE)
- PROPOSED WW CONNECTION (PRIVATE)

DRAFT



Planning | Surveying | Engineering | Environmental

OFFICE
Auckland
A: 25 Broadway, Auckland
P: 09 524 7029
E: Auckland@ckl.co.nz

GEMSCOTT LIMITED
12-16 MANGAKAHIA ROAD
KAIKOHE

DRAINAGE OVERVIEW PLAN 2

Issue	Description	Checked	Date	Date	Scale:
1	FOR RESOURCE CONSENT	SJ		11.07.24	1:300 (A3 Original)
				11.07.24	
				Job No:	Dwg No:
				A24056	4000
				Rev:	1

From: [Zita Talaic-Burgess](#)
To: [Zita Talaic-Burgess](#)
Subject: FW: [#CKL A24056] 12 Mangakahia Road, Kaikohe - Power easement requirements
Date: Tuesday, 10 September 2024 10:13:43 am
Attachments: [image002.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

From: Dallas Apimerika <dallas.apimerika@topenergy.co.nz>
Sent: Wednesday, 4 September 2024 2:56 PM
To: Sarah Robson <Sarah.Robson@ckl.co.nz>
Subject: RE: [#CKL A24056] 12 Mangakahia Road, Kaikohe - Power easement requirements

Hi Sarah,

Yes please That'd be awesome.

Kind regards

Dallas Apimerika
Property Advisor
Top Energy Group

Level 2, John Butler Centre
PO Box 43, Kerikeri, 0245
Cell: +64 27 421 5661

www.topenergy.co.nz



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From: Sarah Robson <Sarah.Robson@ckl.co.nz>
Sent: Wednesday, September 4, 2024 2:24 PM
To: Dallas Apimerika <dallas.apimerika@topenergy.co.nz>
Subject: RE: [#CKL A24056] 12 Mangakahia Road, Kaikohe - Power easement requirements

WARNING: External email from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Thanks Dallas – do you need this to be an easement in gross as Top Energy as the Grantee?

Kind regards,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI +6492205964 | P 09 524 7029 | M 022 070 8256 | sarah.robson@ckl.co.nz | [Level 4, 139 Carlton Gore Road, Newmarket 1023](#) | www.ckl.co.nz

 [Planning](#) | [Surveying](#) | [Engineering](#) | [Environmental](#)

From: Dallas Apimerika <dallas.apimerika@topenergy.co.nz>

Sent: Wednesday, 4 September 2024 10:08 AM

To: Sarah Robson <Sarah.Robson@ckl.co.nz>

Subject: RE: [#CKL A24056] 12 Mangakahia Road, Kaikohe - Power easement requirements

Hi Sarah,

I hope you're well.

Thanks for the email, yes Top Energy will require an easement for the proposed power connections through the site .

Any other questions please let me know.

Kind regards

Dallas Apimerika
Property Advisor
Top Energy Group

Level 2, John Butler Centre
PO Box 43, Kerikeri, 0245
Cell: +64 27 421 5661

www.topenergy.co.nz



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From: Sarah Robson <Sarah.Robson@ckl.co.nz>
Sent: Tuesday, September 3, 2024 3:42 PM
To: Dallas Apimerika <dallas.apimerika@topenergy.co.nz>
Subject: [#CKL A24056] 12 Mangakahia Road, Kaikohe - Power easement requirements

WARNING: External email from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Dallas,

I was given your contact details by Swetha Maharaj at FNDC. We are proposing a residential development at 12 Mangakahia Road and we want to understand if an easement is required for the proposed power connections through the site. We don't have details yet, but the power will be laid in the same trench as the proposed water layout plan (attached). Will Top Energy require an easement over the communal access space?

I have also attached the draft scheme plan. No easement is proposed yet but one can be added if required.

Thank you,

Sarah Robson

Principal Planner-Bplan Int. NZPI

DDI +6492205964 | P 09 524 7029 | M 022 070 8256 | sarah.robson@ckl.co.nz

Level 4, 139 Carlton Gore Road, Newmarket 1023 | www.ckl.co.nz



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