WHANGAREI DISTRICT COUNCIL

Hearings Commissioner

Notice of Meeting
A meeting of the Hearings Commissioner will be held in the Whangarei Library, May Bain Room, Rust Avenue, Whangarei on:

Tuesday & Wednesday
18 & 19 December 2012
10am

Application by
Bjornholdt, Johnston O'Shea
(Tui Medical Centre)

Commissioner
Greg Hill

Index

Page No

Authorisation Sheet 2

Environment Planner (Consents) Report 3

Recommendation 34

Attachment 1 Copy of Application as lodged 36

Attachment 2 Additional information supplied by Reyburn & Bryant including the Landscape Report by Simon Cocker and the job description of the Health Assistant 109

Attachment 3 Council's Senior Environmental Engineering Officer Dean Murphy's two reports dated 14 June 2012 and 16 August 2012 and associated emails from Whangarei District Council's Roading Department.....130

Attachment 4 Planning Maps for subject site and surrounding locality 147

Attachment 5 Copy of previous consents 162

Attachment 6 Summary of submissions received.....188

Attachment 7 Letter of Support.....202

Attachment 8 Email to New Zealand Transport Agency.....204

Attachment 9 District Plan Chapters.....205

- Chapter 5 Amenity Values
- Chapter 6 Built Form and Development
- Chapter 8 Subdivision and Development
- Chapter 22 Road Transport

Attachment 10 Part 3.2 Maunu – Whangarei District Growth Strategy 256

Attachment 11 Maunu Structure Plan.....262

Addendum 1 A full copy of the submissions received – copies of which have only been directly given to the Hearings Commissioner, the applicants agent and Council staff due to the size of the document.
Additional copies will be available on request prior to the hearing.
Contact Katie Martin or Linda Wheeler. 273

Private Bag 9023 | Whangarei 0148 | New Zealand
T: 09 430 4200 | 0800 WDC INFO | 0800 932 463 | F: 09 438 7632
W: www.wdc.govt.nz | E: mailroom@wdc.govt.nz

Report to Hearings' Commissioner Greg Hill on a Resource Consent Application

This land use consent application was lodged by Reyburn & Bryant on behalf of Bjornholdt and Johnston O'Shea and was reported on by Council's Senior Specialist (Consents), Katie Martin

The applicant is proposing to undertake an extension to the existing Tui Medical Centre increasing the floor area and staffing numbers, expanding onto the neighbouring site and converting the existing dwelling on the neighbouring site into specialist consulting rooms. The re-development also consists of reconfiguring the access and parking arrangements.

KMartin	5th December 2012
Katie Martin – Senior Specialist (Consents)	**Date**

This report was peer reviewed by the following signatory:

KRyan.	5th December 2012
Kelly Ryan – Team Leader (Consents)	**Date**

Statement of staff qualification and experience

Katie Martin – Council Senior Specialist (Consents)

I hold the qualification of a Bachelor of Planning (Hons) from the University of Auckland. I have been working at Whangarei District Council since October 1998, initially working full time as an Environmental Planner (Consents), then Team Leader Consents and now after returning from maternity leave part-time as a Senior Specialist (Consents). Overall, my work experience includes assessing, reporting and presenting evidence at hearings on a broad range of subdivision and land use consents within the Whangarei District, guiding and supporting planning staff and using delegated authority to make decisions on applications. I have presented evidence at the Environment Court as an expert witness on behalf of council.

Prior to working at Whangarei District Council I worked at both North Shore City Council and Waitakere City Council undertaking resource consent processing work.

Dean Murphy – Council Senior Environmental Engineering Officer

I hold the role of a Senior Environmental Engineering Officer for the Whangarei District Council. I am a civil engineer, having qualified from Waikato Polytechnic in 2007 with a NZCE (Civil). I am a graduate member of the Institute Of Professional Engineers New Zealand Inc. I have five years' experience in civil construction, site engineering and project management, including earthworks, drainage, roading, water treatment plant, sewer scheme and roading maintenance and five years' experience as WDC Senior Environmental Engineering Officer.

My position within the Resource Consents department requires me to assess all engineering aspects of resource consent applications based on the evidence provided by the Applicant and to provide a report as to the viability of the proposal.

Greg Monteith – Senior Roading Engineer

I hold the role of Senior Roading Engineering for the Whangarei District Council. I am a civil engineer, having qualified from Napier University in 2000 with a BSc (Civil). I have twelve years' experience , 10 of these years working as a consultant on a wide range of projects with the last two as WDC's Senior Roading Engineering.

Part of my role within the Roading department is to assess the roading aspects of resource consent applications

The above staff/consultant are familiar with the Environment Court's 'Code of Conduct' for expert witnesses and agree to comply with the Code of Conduct in presenting hearing evidence to the Commissioner.

Hearing By:	Hearings' Commissioner Greg Hill of a Discretionary Activity land use proposal by Bjornholdt and Johnston O'Shea to undertake an extension to the existing Tui Medical Centre increasing the floor area and staffing numbers, expanding onto the neighbouring site and converting the existing dwelling on the neighbouring site into specialist consulting rooms. The re-development also consists of reconfiguring the access and parking arrangements The site is located at 425 Maunu Road (State Highway 14) and 2 Le Ruez Place, Maunu being legally described as Lot 1 DP 88300 (654m²), Lot 2 DP 88300 (536m²), Lot 12 DP 53903 (842m²) and Lot 14 DP 53903 (5m²)
Evidence By:	Katie Martin Senior Specialist Consents
File Refs:	LU1200048 P056286
Dated:	15 November 2012

1.0 The Proposal & Background

1.1 The proposal

1.1.1 The application relates to the existing Tui Medical Centre located on State Highway 14 Maunu. The proposal involves an extension to the current practice and services available. The current facilities are located over two certificates of title (Lots 1 & 2 DP 88300) and provide both medical and physiotherapy services. This is in the form of 3 fulltime equivalent doctors and 2 physiotherapists and support staff. The original consents for this centre provide for 3 fulltime professionals (Doctors/ Physiotherapists) with no defined number of support staff and advise that the hours will on occasion exceed the 1800 hours in the District Plan. The application states the existing operation includes:

- 3 General Practitioners and support staff
- 2 Physiotherapists with hours of 8.30am to 5.30pm

1.1.2 The proposed redevelopment includes extending the existing complex both within the existing certificates of title and over the boundary into the adjoining property at 2 Le Ruez Place (Lots 12 & 14 DP 53903) and converting the existing residential dwelling at 2 Le Ruez Place for commercial use. The development would incorporate the following:

♦ Extend the existing medical centre by 127m² reconfiguring the internal layout and adding additional consulting rooms and nurses consulting rooms ,to include the following staff:
4 Full-time General Practice Doctors (1 additional) 2 Nurses 1 Health Assistant 3 Support Staff 1 Practice Manager 2 Physiotherapists (existing)

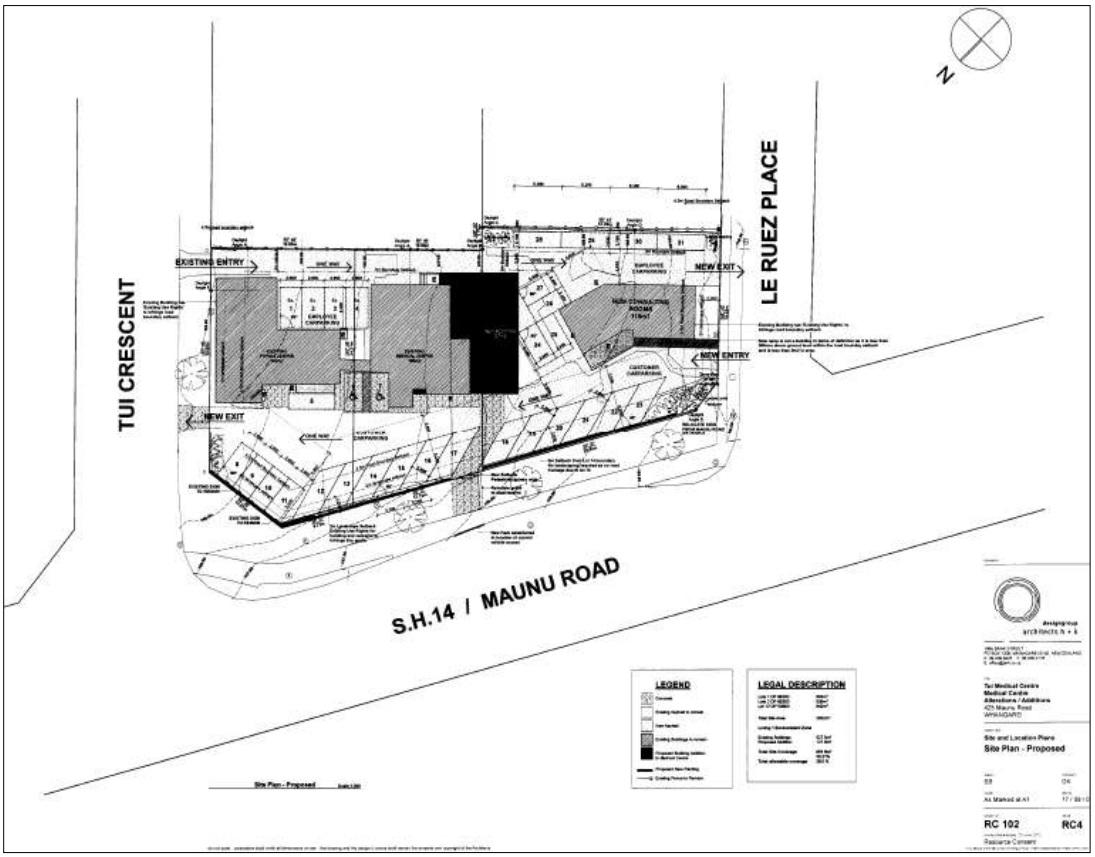
The hours of operation for this centre will be: Monday to Friday Open Hours: 0800hours – 1750hours Patient Appointment Hours: 0830hours – 1630hours

♦ Convert the existing 115m² dwelling at 2 Le Ruez Place into a Specialist Consulting Rooms with ancillary treatment room, reception and waiting area to include the following staff:
2 Specialist Consultants (yet to be determined) 1 Support Staff (No nursing staff are proposed in this facility)
The hours of operation for this centre will be: Monday to Friday Open Hours: 0800hours – 1900hours Patient Appointment Hours: 0800hours – 1900hours

1.1.3 The Physiotherapy Centre will remain unaltered in size and staff numbers. The hours of operation are the same as the medical centre above, however a physio suite is available for after hours use by recovering patients only.

1.1.4 It is noted however that there is some concern that the facility is being operated outside of the scope of the current consents. It is understood that the gymnasium facilities are being offered for general public use during hours exceeding those consented to. The applicant may wish to clarify this matter at the hearing to confirm the manner in which the facility is operated.

1.1.5 The any alteration to the operation of the exercise room associated with the Physiotherapist is not covered by this consent and any alteration to its operation would require additional consideration the type of commercial activity being undertaken, hours of operation, on-site parking required and traffic movements.



Proposed Site Plan

1.1.4 As part of the development the access and parking arrangements will be re-configured, with the current vehicle crossing directly off State Highway 14 to be removed and the berm re-instated. The main access to the site will come off Le Ruez Place with the Tui Crescent crossing at the front of the buildings becoming an exit only. The second smaller Tui Crescent entry at the rear of the building will be extended through to Le Ruez Place, providing access to designated staff car parking and additional patient car parking.

1.1.5 The applicant proposes to undertake landscape planting and use colours and materials to provide a sense of unity over the development.

1.1.6 The application was submitted with the following supporting information:

- Original Assessment of Effects – Prepared by Geoff King, H & K Architects

  (Including Written approvals and NZTA letter of approval)
- Site Plan, Elevations and Floor Plans – Prepared by H & K Architects
- Traffic Assessment – Prepared by Dean Scanlen, Engineering Outcomes
- Amended Assessment of Effects – Prepared by Brett Hood, Reyburn and Bryant
- Landscape Assessment – Prepared by Simon Cocker

1.1.7 A copy of the application is included in appendix 1 and the additional supporting information included in appendix 2.

1.2 Background

1.2.1 The application was lodged on 15 May 2012 by H & G Architects on behalf of the applicants. When initially lodged the application was forwarded to councils Infrastructure and Services Group (Roading) for comment on the proposed parking and traffic safety.

1.2.2 The application when originally lodged was different from the application now being considered and included a larger number of proposed staff and different floor plan layouts for both the extension and 2 Le Ruez Place. When this was assessed it was determined that there were serious concerns over potential parking and traffic effects.

1.2.3 These concerns where highlighted to the applicant in both a further information request on 25 May 2012 and a meeting on 13 June 2012. It was evident during discussions (both verbal and email) that a difference of opinion existed regarding parking calculations and the question as to whether a Nurse was considered a professional in terms of the district plan parking calculation appendix. Appendix 6A reads:

Activity	Required Parking Spaces	Required Loading Bays
Health Care Facilities	2.5 per professional, plus 1 space per support staff	nil

1.2.4 The applicant does not consider a Nurse to be a professional in regards to this table and calculated the parking accordingly. However council does consider a Nurse a professional due to the independent workload/ appointments current nurses can now accommodate (particularly Nurse Practitioners) and as such calculated the parking needs inclusive of nurses as professionals. Secondary to this the Roading staff had serious concerns over traffic safety at the Tui Crescent intersection.

1.2.4 During discussions a variety of alternatives were mooted to try and meet the parking calculations, with an amended application lodged on 10 July 2012. The Roading staff initially advised they were not happy with these amendments, however on 19 July 2012 they advised that they accepted Dean Scanlens assessment and agreed the traffic effects would be acceptable.

1.2.5 Subsequent to this a further amended application was submitted on 14 August 2012 by Reyburn and Bryant Surveyors on behalf of the applicant, which demonstrated compliance with the Parking rules by changing the staffing ratios and amending the layout of the proposed floor plans. The main alteration came with the reduction in the number of nursing staff and the use of “Health Assistants” instead. There was also a reduction in the number of consulting rooms to be located at 2 Le Ruez Place. A clear job description was supplied for the “Health Assistant” role to demonstrate they are support staff and not professionals and therefore do not generate a parking demand under the District Plan.

1.2.6 This amended application is the version subject to this report.

1.2.7 A copy of the Senior Environmental Engineers reports and the Roading Departments comments are included in appendix 3.

2.0 Site and Surrounds Description

2.1 Zoning, resource areas and other notations

Environment

Living 1

Resource Notations Adjoins State Highway Designation

Other Low Hazard Instability

2.1.1 A copy of the district plan maps are included in appendix 4.

2.2 Site Description

2.2.1 The subject site is held in four adjoining certificates of title that are physically known as 2 Le Ruez Place and 425 Maunu Road (SH 14). The total area involved is 2037m².

2.2.2 2 Le Ruez Place is located on the corner of Le Ruez Place and Maunu Road (State Highway 14) and currently contains an older style brick two storey residential dwelling used for a residential purpose. The site gains direct access off Le Ruez Place and contains mature vegetation on boundaries. Le Ruez Place is a short and relatively narrow sealed cul de sac containing mature residential development. A short service lane runs off the western side of Le Ruez Place parallel to Maunu Road.

2.2.3 425 Maunu Road is located on the corner of Tui Crescent and Maunu Road and contains the existing Tui Medical Centre and Physiotherapy clinic with its associated on-site carparking. The development is made up of two main buildings linked by an enclosed walkway. The site currently gains access off both Tui Crescent and State Highway 14 and accommodates 17 on-site car parks (12 on road front of the buildings and 5 behind the buildings).

2.2.4 The existing medical centre at 425 Maunu Road has been the subject of previous land use consents including-

Date Lodged	Reference Number	Application Detail
10 April 1990	95/4/4	To utilise an existing dwelling as a Medical Centre in conjunction with a physiotherapy

		service.
2 November 2006	LU0640001	To construct an addition of an exercise room to an existing physiotherapy practice, which is part of the Tui Medical Centre. Restricted Discretionary Activity for setbacks and daylight angles Approved April 2007 subject to 4 conditions.
29 November 1999	RC32860 (LU99/878)	Extend existing medical centre to accommodate an additional medical practitioner within the Residential Zone of the Transitional District Plan and the Living 1 Environment of the Proposed District Plan. Non-complying Activity for Activity Generally, Traffic Movements and Building Coverage. Approved February 2000 subject to one condition.

2.2.5 A copy of the above decisions is included in appendix 5.

2.3 Surrounding Environment

2.3.1 The site is zoned Living 1 Environment and is surrounding by a mix of mature residential development and small scale commercial uses. There is a block of local shops, a garden centre, child care centre, a children's health camp and various other health facilities (doctor's surgery, physiotherapist, dentist) and a vet clinic within the local vicinity. The wider surrounds also includes two local schools, the Barge Park show grounds and Heritage Park/

Museum. A commercial development has also received resource consent to be constructed on the opposite side of the State Highway (known as Maunu Village).

2.3.2 The immediate environment is considered to be that contained in Le Ruez Place, Tui Crescent and the immediately adjoining portion of State Highway 14, whereas the wider Maunu Environment associated with this application is considered to stretch from the crest of the Maunu hill west to Pompellier Estate Drive and Barge Park.

2.3.3 Recent consents granted for commercial activities on residential sites in the surrounding environment include:

460 Maunu Road LU 0841167 – to redevelop an existing garden centre in the Living 1 Environment into a neighbourhood retail, office and service centre, café/ restaurant and childcare centre to be completed over 3 stages (Maunu Village). The childcare centre portion has been developed and is open in accordance with the consent.

2 Puriri Park Road RC40811 – To establish and operate a Dental Surgery without an associated residential use on site.

457 State Highway 14 RC 32527 - To convert an existing flat and garage into a veterinary clinic, with associated signage at 457 Maunu Road, being Lot 5 DP 49340 and being Part Tokitaruana Block.

2.3.4 The only land zoned for commercial use in the Maunu area (ie. a Business Environment) is the Tui Crescent shops. The next closest block is the Te Mai shops down by the hospital.

3.0 District Plan Assessment

3.1 Reasons for consent

Rule 36.3.1(d), (e), (g), and (h) **Activities Generally** Subject to Rules 62.5.2 and 62.5.3, an activity is **a permitted** activity if: **.....** d) Commercial or industrial activities do not operate or open for visitors, clients or deliveries before 0800 or after 1800 on any day , provided that this rule does not apply to residential activity and (e) Places of assembly do not operate or open for visitors, clients or deliveries before 0800 or after 2000 within the Air Noise Margin and 2200 elsewhere on any day; and **.....** g) Commercial or industrial activities are screened from view from roads and adjoining sites by fences, planting or buildings; and h) Commercial or industrial activities are carried out in conjunction with a residential activity on the site; or	The proposal involves the expansion of an existing commercial activity where there is no residential use on the same site, hours of operation are beyond those permitted and the activity will be able to be viewed from the road and adjoining sites. • *Discretionary Activity*

Rule 36.3.4 Parking Any activity is a **permitted** activity if: ▪ Parking spaces are provided in accordance with Chapter 47; and ▪ No formed parking space is constructed or provided within 2.0m of a road boundary. *Discretion is Restricted to:* *i. Those matters listed in Chapter 47 Road Transport Rules;* *ii. Those matters listed in Rule 36.4.11 (Landscaping).*	The parking configuration does not comply with WDC EES Table 3.10 Queue Space Lengths as 10.5m of queuing space is required based on the proposed number of parking spaces and the submitted site plan details less than 5.0m length. The site is able to achieve complying onsite parking and manoeuvring for the proposed parking spaces in accordance with Appendix 6A of the District Plan and WDC EES Section 3.4.18 and AS/NZS 2890.1 The proposed additional car parks will be located less than 2m from the road boundary. • *Restricted Discretionary Activity*
Rule 36.3.5(c) Traffic Movements Any activity is a **permitted** activity if: b) It does not generate more than 30 traffic movements in any 24 hour period, excluding residential or temporary activities. *(Note: Plan Change 123 B affects this rule by deleting reference to Appendix 6 however this does not affect compliance with regards to this proposal and due to the infancy of the Plan Change no weight can be placed on its provisions)* *Discretion is restricted to:* *i. Manoeuvring requirements;* *ii. Need for acceleration and deceleration lanes;* *iii. Type, frequency and timing of traffic;* *iv. Safety of pedestrians;* *v. The availability of other roads for access for proposals leading onto arterial roads or state highways;* *vi. Traffic safety and visibility;* *vii. Effects on the amenity of the locality;* *viii. Effects of dust;* *ix. Need for forming or upgrading roads in the vicinity of the site;* *x. Need for traffic control, including signs, signals and traffic islands.*	Due to the traffic movements proposed (370 per 24hr) exceeding the permitted 30 movement per 24hr period • *Restricted Discretionary Activity*
Rule 36.4.3 Building Coverage Construction or alteration of a building is a **permitted** activity if building coverage on the site does not exceed: a) 35% in the Living 1 Environment *Discretion is restricted to:* *i. The scale and bulk of the building in relation to the site;* *ii. The existing built density of the neighbourhood;* *iii. Effect on the open space appearance of the particular neighbourhood;*	As submitted the proposal does not technically meet this rule due to the individual certificates of title. However once the titles are held together under the Building Act (due to the encroachments over the boundaries) the land will become one "site" under the Definition in the District Plan and at this point the building coverage when calculated over the entire site (2032m²) will comply. ▪ *Restricted Discretionary Activity*

iv. Control of storm water runoff; *v. The availability of useable outdoor living space on-site.*	
Rule 36.4.2(c) Setbacks Construction or alteration of a building, other than an accessory building is a **permitted** activity if the building is setback at least: • 4.5m from road boundaries, or any building line restriction shown on the Planning Maps; and • 3.0m from other boundaries with one setback of 1.5m; and • Nil, from boundaries other than road boundaries in the case of a private garage or carport attached to a residential unit, for a maximum building length of 7.5m on any single boundary, and a maximum building length of 10.5m on all boundaries; and the building is setback at least 2.5m from any habitable room on any other site; *Discretion is restricted to:* *i. The existing streetscape/landscape and protection from road frontage domination;* *ii. The outlook and privacy of adjoining and adjacent properties;* *iii. Shading of adjoining properties;* *iv. Effects on natural character;* *v. Effects on natural functioning of an ecosystem;* *vi. Effects on landscape values;* *vii. Effects on heritage values*	The proposal involves building over a boundary between two separate certificates of title therefore technically the required setbacks will not be achieved. ▪ *Restricted Discretionary Activity*
Rule 36.4.5 Landscaping Construction of a building, or site redevelopment, is a **permitted** activity if: a) All land, other than accesses, is planted in lawns, trees or shrubs within: i. 2.0m of the road boundary in the Living 1 and Living 2 Environments, ii. 3.0m of the road boundary in the Living 3 Environment; and ii. The planting is completed within 6 months of occupation of the building and is maintained continuously thereafter. *Discretion is restricted to:* *i. Effects on neighbours;* *ii. Amenities of locality;* *iii. Alternative means of landscaping or screening.*	Not all that land within 2m of the road boundary will be landscaped with lawns, trees or shrubs as the on-site car parking will be located closer than 2m to the boundary. ♦ *Restricted Discretionary Activity*

3.1.1 Overall the proposal is regarded as a **Discretionary** activity

4.0 Notification, Submissions and Written Approvals

4.1 Notification

4.1.1 A notification decision was made on 5 September 2012 which concluded the application should be subject to public notification as the application had the potential to create adverse effects on the existing residential character and amenity of the Living 1 Environment in the Maunu area that extends beyond immediately adjoining sites, and that the cumulative effects of the extension and intensification of commercial activity in that wider environment may be more than minor

4.2 Submissions

4.2.1 The period for submissions opened on 9 October 2012 and closed on 7 November 2012. Copies of the application were specifically served upon 18 surrounding landowners as well as Northland Regional Council, New Zealand Transport Agency, New Zealand Historic Places Trust and two local Iwi Groups.

Stars denote those directly notified

4.2.2 Council received 91 submissions within the timeframe, with 88 in support seeking approval of the application, and 3 submitters opposing the application in various forms. Of the submitters, 13 have requested to be heard in support of their submission.

4.2.3 A full summary of the individual submissions is summarised in appendix 6. Many of the submissions ticked the relevant boxes and made no comments, however of those who did make specific comments the comments are summarised below:

Want the business to grow
Centre needs more facilities eg Larger waiting room, more service areas, more consulting rooms & specialist rooms, more parking spaces. Population of Maunu has doubled since it opened.

Proposed scale of operation is inappropriate in a largely residential neighborhood resulting in adverse effects on the amenity and character. Traffic movements, parking and extended hours of operation resulting adverse effects. The continuing commercial creep into residential zones is bad planning and undermining the integrity of the district plan.
Due to space and staff constraints many practices have to close their books to new patients. Tui medical currently services population of 3560 enrolled patients and are at capacity. The extension would allow practice to invest in new rooms & medical workforce = new patients.
Centre is well positioned offering services to our residents. An extension is required as there appears to be a need for more services to be offered. An aging population means it should expand to cater for future needs.
The streets are narrow and extra cars parked or maneuvering on then would create a hazard. Suggest yellow lines be painted:- • Opposite Tui Crescent shops • For first 30-40m of Le Ruez Place. • A "NO Surgery Parking" sign on the service lane.
Feel area would benefit from an expansion. Would improve its efficiency to Maunu area which it has served extremely well. Suggest putting a yellow line on the kerbside opposite the parking area in front of the shops on Tui Crescent. It does cause some congestion there in busy times and occasional accidents.
Tui Medical Centre is an integral healthcare provider for residents located in the vicinity of SH 14 & beyond. Expansion will provide much needed access to primary healthcare in the area, particularly for elderly.
I am an enrolled patient. It provides top quality medical care. Maunu is a growing area and as population expands so does the demand for primary healthcare. The proposal is sensible development and is in keeping with the current and future demands in the area
Extra doctors needed in growing community Extra parking spaces keep traffic flow from congestion & allows pedestrians more safety Locality ideal for elderly and works well with new development opposite. The ability to have specialists' does not require inner city attendance. Proven record of past compliance met. Extension will benefit whole community
Extension is necessary as many patients have to travel to Auckland to receive specialist care & this is a hardship and would not be surprised to hear people go without needed care. No parking most of the time around this medical office. Not enough room in waiting room
I am a general surgeon in Whangarei & rely on referrals from general practitioners. There is a shortage of general practitioners and practices being taken over by overseas interests. This is an NZ practice and needs to keep up with demand
Existing centre has served the community extremely well over past 22 years, providing effective, efficient medical services. The practice has grown and proposals will ensure the health needs of community (particularly elderly) will be adequately catered for. Support establishment of specialist services which will provide a seamless "one stop shop". Greater measure of convenience. Position of facility is of utmost importance to health & wellbeing and proposal will add to amenity of the district.
Object mainly due to additional traffic involved. It already has added physio/ gym complex with more traffic than original medical complex, more like a traffic island with cars unable to

find a park coming down and doing U turn. Nature of Tui Crescent already altered dramatically with traffic volumes comparable to SH 14. Excess traffic is a nightmare for pedestrians, partially sighted and slow moving seniors – not as relaxing as it used to be. The whole of Tui Crescent will feel the traffic volume as motorists use it as an alternative to exit SH 14. Current parking 25-28 cars weekdays, 4-5 cars weekends. At busy times virtually one-lane. Tui Crescent cannot cope with extra traffic. IF granted – limit parking to one side of Tui Crescent & 30 min time zone.
A specialist medical centre is a great help to the local people in the western areas. Good to have services spread through the community in case of emergencies eg. Earthquake. Means we would not lose all our services at once. Less congestion on arterial roads if spread out. Reduce travel time & fuel consumption. People in outer suburbs have greater opportunities to “love it here”. Good from environmental viewpoint, employment opportunities, supports local business community and medical support for schools and recreation. Business is very busy and need to increase general practitioner numbers to reduce waiting time. Enlarge small waiting room. Need to increase parking numbers so it does not impinge on other business customer parking. Promote “love it here” by bringing increased development to region.
Many general practices are too small & it is expensive to develop new ones. Tui Medical Centre is innovative and courageous with a clear desire to improve & grow its services. This is applauded & supported. It will increase Doctors & Nurses in area, provide improved service to Maunu & remote areas, become a teaching practice increasing medical expertise. Current facility cannot provide “wrap around” service.
Unless alterations are made to the proposal to reduce its scale. Concern over size and particularly the roofline blocking the sun and view of the sky. This is not what I gave written approval to.
Space is insufficient & does not meet needs. Areas small & over-filled. Interrupted consults due to needing to access equipment.
Growing community in Maunu and Dr’s are in high demand. If they can cater for more it would help.
Surgery needs more space especially for parking
The centre covers a wide geographical area and always seems busy. It needs more space for the number of patients.
Increasing senior citizens require more medical facilities.
Clinic currently reached capacity but users increasing. High std at clinic and expansion will allow greater volume & efficiency.
Limited resources in secondary healthcare, more needs to be health with in primary care. More resources needed eg, space and nurse led clinic would help chronic conditions.
Will improve traffic flow in Tui Cres
Busy & overcrowded, will improve access. Wheelchair needs more room to nurses offices.
Improve efficiency and allow additional services
Extra Parking, waiting room space and services would be great. Area has become more commercial and expansion will not be detrimental.
Support overall development but have concerns about planned traffic flow at Le Ruez/ SH 14 intersection. Turning into Le Ruez from west already difficult, street narrow and & increase of 70 vehicles per day will compromise efficiency & safety. Concerned Le Ruez

will become a 'de facto' parking area. Approve –subject to allaying traffic concerns by re-configuring the SH 14 access or reversing the entry/ exit to make Le Ruez the exit.
Concerned about the pedestrian refuge in the centre of SH 14. Want NZTA to agree to refuge remaining & endorse reduction in speed limit on SH 14 to 60kph.

4.3 Written Approvals

4.3.1 The application was submitted with written approvals from 5 adjoining landowners and these are marked in the map below.

4.3.2 It is noted that one of those parties (Mrs Enid Chester) has since made a submission in opposition and feels the current application is not what she gave her written consent to and second party (K & R Anderson) has lodged a submission in support but with traffic related concerns

Green Dot – Given Written Approval

Red Star – Gave approval but lodged a submission in opposition

4.3.3 Two letters of support have also been received in support of the application during the submission period and are included in appendix 7:

- Councillor Phil Hulse

  Note: This letter was not deemed to be a submission in accordance with the Act as it did not meet the requirements of Form 13 as it did not contain all the elements a submission must address. As such it has been deemed to be a letter of support from an individual (not on behalf of the Council).

- RD and KA Thomson

4.3.4 The submissions received raise a number of issues both in support and opposition to the proposal. It is noted that a number of those in support raise issues that are outside the scope of considerations in accordance with the Resource Management Act 1991. While it is recognised that there may be wider support for the service and its staff only resource management matters can be considered in the assessment of this proposal.

5.0 Resource Management Act 1991- Statutory Considerations

5.1 Section 104

5.1.1 Section 104 provides the matters, subject to Part 2 of the Act that Council must have regard to when considering and application for resource consent and any submissions received. These matters are:

(a) any actual and potential effects on the environment of allowing the activity; and

[[*(b) any relevant provisions of—*

(i) a national environmental standard:

(ii) other regulations:

(iii) a national policy statement:

(iv) a New Zealand coastal policy statement:

(v) a regional policy statement or proposed regional policy statement:

*(vi) a plan or proposed plan; and****]]***

(c) any other matter the consent authority considers relevant and reasonably necessary to determine the application.

5.2 Section 104B

5.2.1 Section 104B outlines Council's powers when making a determination on a discretionary or non-complying activity. Section 104B states that:

After considering an application for a resource consent for a discretionary activity or non-complying activity, a consent authority—

(a) may grant or refuse the application; and

(b) if it grants the application, may impose conditions under section 108.

6.0 Actual and Potential Effects on the Environment (s104(1)(a)

6.1 Definition of Effect

6.1.1 Section 3 of the Act defines the term '*effect*' as including –

(a) any positive or adverse effects; and

(b) any temporary or permanent effect; and

(c) any past, present or future effect; and

(d) any cumulative effect which arises over time or in combination with other effects – regardless of the scale, intensity, duration, or frequency of the effect, and also includes-

(e) any potential effect of high probability; and

(f) any potential effect of low probability which has a high potential impact."

6.1.2 The potential effects of this proposal are assessed to relate to the following:

- Permitted Baseline Comparison
- Effects on the Receiving Locality
  - Character and Amenity
- Cumulative Effects
- Traffic and Parking Effects
- Social Effects

6.1.3 In assessing the effects of this application it is considered appropriate to separate the consideration into three defined areas:

Le Ruez Environment	That land and development accessed off Le Ruez Place
Tui Environment	That land and development accessed off Tui Crescent
Wider Maunu Environment	This is considered to stretch from the crest of the Maunu Hill to Pompellier Estate Drive/ Barge Park in the west

6.1.4 For ease of describing each area covered by my assessment these references will be used.

6.2 Permitted Baseline

6.2.1 In terms of determining whether the adverse effects of the proposal are more than minor, section 104(2) of the Act provides that Council 'may' have regard to the permitted baseline in order for effects on the environment that are permitted under the Plan (or by way of resource consent) to be disregarded. The notification decision dated 5 September 2012 contained the following discussion on the permitted baseline for this site:

6.2.2 *"The letter dated 13 August 2012 from Reyburn and Bryant provides some discussion on the permitted baseline in respect to the extent of proposed development, more particularly in relation to what could take place on 2 Le Ruez Place. The suggestion is that 'the difference between the effects associated with the baseline commercial uses and the effects of the proposed use is really just the extent of the car parking required.'*

In the Living 1 Environment, permitted uses include small scale commercial activities that are carried out in conjunction with a residential activity on the same site, subject to certain standards relating to traffic movements, noise, parking, signage and landscaping (amongst others). It is accepted that such an activity could operate from 2 Le Ruez Place as a permitted activity, noting that it would not be possible to extend the use of the existing Tui Medical Centre on its existing site without further consent.

The points at which the current application departs from the permitted baseline are as follows:

- *the opening hours for the consulting rooms exceed the 0800-1800 hours of operation permitted limit by one hour,*
- *the activity can not be screened from the road,*
- *there is no associated residential activity to take place in the building, and*
- *the proposal is anticipated to generate in the order of 370 traffic movements during opening hours (0800 – 1900hours) across the entire site* [where 30 is permitted].

The permitted baseline is therefore considered of limited relevance. 2 Le Reuz Place could be used for a commercial purpose, but the extent of that use would be more constrained than what is proposed in terms of the extent of commercial activity on the site, traffic generation, hours of operation, and visibility of the activity.

6.3 Character and Amenity Effects

6.3.1 "Amenity values" is defined in section 2 of the Resource Management Act 1991 as "…*those natural and physical qualities and characteristics of an area that contribute to peoples appreciation of its pleasantness, aesthetic coherence and recreational attributes."* Based on this the amenity values of an area can be described as those special attributes, relating particularly to natural and physical characteristics that set an area or neighbourhood apart.

6.3.2 The District Plan then identifies the characteristics that would generally be found in the Living Environment stating it would most likely have *'high levels of amenity as a result of a combination of some or all of the following characteristics:*

- *Low intensity development;*
- *Presence of trees and private gardens;*
- *Landscaped frontages and street set backs;*
- *Off-street parking;*
- *High degree of privacy;*
- *Daylight and sunlight access;*
- *A high proportion of private and public open space;*
- *Low levels of noise, visual pollution, odour and nuisances;*
- *Safe environment for children, cyclists and pedestrians;*
- *Low levels of vehicular traffic;*
- *Feeling of community;*
- *Non-residential support activities, such as business and community activities, of an appropriate scale*.

6.3.3 As discussed in the site description section of this report the Maunu area does contain a mix of uses with some existing commercial activities orientated to the State Highway scattered in amongst this mature residential neighbourhood. However, this mixture still retains a strong residential component with the commercial activities taking a more minor role despite the presence of the State Highway. Often the presence of a major road through an area will create a defined "hub" of commercial development fronting the road, however this does not exist in Maunu at this time, with sporadic commercial uses evident. The existing neighbourhood shops on Tui Crescent combined with the yet to be completed "Maunu Village" consent and the recently developed Dental Clinic advance the idea of a commercial 'hub' in this locality. However these developments are discrete from each other and separated by the State Highway. As such I do not consider that collectively they present a consolidation of commercial development through the neighbourhood. Their street frontage is of a scale in-line with the residential development and is not out of scale when viewed from the public realm. The area still retains the characteristics of *Low intensity development; Landscaped frontages and street set backs; High degree of privacy; Feeling of community;* and *Low levels of noise, visual pollution, odour and nuisance;*. This is particularly evident down streets such as Le Ruez Place which as a dead-end cul de sac is currently sheltered from the effects from any of the existing commercial development. It is a pure residential street.

6.3.5 One of the positives of the Maunu Village site is the large aspect of the site coupled with the health camp next door providing the large open space characteristics. This is a characteristic not available to the subject application and site. The proposal involves an intense development of two parcels of land in a location where it will represent a spread of commercial in a ribbon style pattern along the road frontage away from the current commercially zoned block of land.

6.3.6 The landscape report prepared by Simon Cocker in support of the application notes that the vertical scale of the existing buildings is of a scale that is consistent with residential development, but notes that the horizontal scale is greater than the surrounding dwellings and I am of the opinion that the proposed extension and redevelopment merely serves to exacerbate this. His report goes on to say the slight extension to the commercial component seeks to maintain the residential character both in terms of scale and treatment of the buildings, however there appears to be a sense of contradiction with his previous reference. The existing buildings horizontal scale is out of character with the scale of surrounding residential development and the extension (which I do not consider to be "slight") will not alter this fact. The building coverage for the site as it exists is does not comply and was subject to a previous consent, with the site covered in its entirety with buildings and car parking. The extension worsens this pattern both on the current site and by implicating 2 Le Ruez Place in

the pattern. The open space characteristic that currently defines this neighbourhood will be further eroded and the tightness of this site is evident by the proposals inability to comply with all the rules relating to setbacks, landscaping, car park standards and queuing space lengths. The current eclectic residential character of 2 Le Ruez Place - of a dwelling surrounded by a rambling garden - will be dominated by car parking, with a predominance of car parks located within the required 2m setback. While the landscape report offers mitigation planting the plan appears to show the proposed hedge planting located in the road reserve. This further demonstrates the constrained nature of the site and its development being out of scale with the surrounding residential development.

6.3.8 The *Le Ruez environment* has a strong residential character that is not currently influenced in any way by a commercial component. The houses retain a residential outlook, with those dwellings at the head of the cul de sac directed to over look the street back to the State Highway and the subject site. The expansion onto 2 Le Ruez Place and the re-location of the centres main access to this road will alter the current residential presence and outlook from these dwellings, by introducing a commercial 'face' to the street on this corner site. Despite the development meeting the on-site parking requirements people by nature will seek to park in easy locations such as the road reserve and by expanding west as proposed Le Ruez Place will feel the effects of this commercial development with people using its road reserve as a de facto parking area - particularly given the constrained nature of Tui Crescent. I am concerned that with Le Ruez Place becoming the main access point and secondary exit point for the development it will be used in a circular fashion as people search for car parks and seek to avoid the busy Tui Crescent intersection. At present this does not occur due to the medical centre being removed from the Le Ruez Place boundary and the entry/ exit configuration of the facility. The impacts of this are directly associated with the introduction of a non-residential activity into this environment.

6.3.9 This issue has been raised in the submissions with the request being that yellow lines be installed. Councils Roading staff have noted that from a traffic perspective this will be monitored, but this will not overcome the resultant change in amenity currently enjoyed by the streets residents. Additionally, any introduction of yellow "No Parking" lines on Le Ruez Place will impinge on the existing residential developments ability to enjoy this street as a quiet cul de sac while accommodating any spill over visitor parking in the road reserve.

6.3.10 Mitigation of these effects cannot easily be achieved, due to the type of activity involved being that of a business with a high daily turnover of patients where traffic generation cannot be reduced and the site design and layout with its entry/ exit points on Le Ruez Place are located to fit their requirements.

6.3.12 The *Tui Crescent environment* currently enjoys a level of amenity that is characterised by a mix of uses, with the existing shops located on the corner leading back to the residential development behind. The street is a "loop" road which offers alternative access to Kiwi Avenue and Puriri Park Road, defining its amenity as being that associated with traffic levels that are higher than the likes of Le Ruez Place. The submissions indicate that a number of cars currently use this loop road as a means of exiting the street after visiting both the shops or medical centre and while the number doing this will increase, if the traffic effects from a safety and efficiency perspective can be adequately addressed (as outlined below) it is assessed that Tui Crescent can accommodate the proposed extension without significant degradation of the level of amenity currently enjoyed by its residents.

6.3.13 The hours of operation proposed by the applicant will extend further into the evenings of the neighbourhood by one hour beyond the permitted limit. While the bulk of the patient appointments will cease at 1750hours (5.50pm) there is provision in the application for the specialist appointments to run as late as 1900hours. As no detail has been provided as to nature of the specialist or the level of appointments involved it is hard to determine what effects this may have, however, any introduction of a non-residential use and its associated traffic turnover impinging into the evenings will have an impact on the amenity. I consider that this impact has the potential to be minimal if carefully operated with low appointment numbers, however I cannot confirm this due to the level of detail provided and can only assume that a specialist will make use of all the time available to them.

6.3.14 My professional opinion is that the amenity effects in regard to the receiving locality of the *Le Ruez environment* will not be acceptable with the introduction of a non-residential activity with

traffic and associated effects. The *Tui environment* is more able to absorb the increased effects due to its mixed use character and the current operation of the local shops. However, overall I consider that the impact on the *Le Ruez environment* in respect of character and amenity will not be acceptable. It is clear from the content of the submissions received and their regular reference to the lack of parking and overall space that this facility has a heavy traffic, parking and patient turnover and in my opinion this is not a suitable activity to be extended in scale in a residential neighbourhood.

6.3.15 It is noted that one of the submissions by Mrs Enid Chester has raised concerns over the physical extent of the proposed building and the potential to block her daylight and sun. It is noted however that the proposed extension in proximity of her property complies with the daylight angle rule, the setback rule and the building coverage rule and as such the effects of this are assessed to be acceptable and directly provided for in the district plan.

6.4 Cumulative Effects

6.4.1 Assessing cumulative effects is the act of measuring the effects of a proposal against the effects of existing activities in the receiving environment and determining what their combined impact will be. The *wider Maunu environment* already contains sporadic commercial activities scattered through the residential development, many of which have been the result of resource consent applications. When considered individually the impact can be minor, however the cumulative effects of these through the area could result in a degradation of the residential character of this mature suburb. It is noted later in the report that council has done some work through a structure plan and urban growth strategy that involved considering the need for commercially zoned land in Maunu to avoid the ad hoc development approach that currently exists. It is concluded however, this work is unable to assist this application as no additional commercially zoned land is planned in the foreseeable future and therefore careful consideration must be given as to whether this proposal will 'tip the balance' in this neighbourhood in an irreversible cumulative manner.

6.4.2 The current commercial activities in this area are mainly small in scale and generating low level traffic effects and off-site amenity effects. The recently approved Maunu Village consent is larger and more concentrated in scale however with the intense nature of its design producing larger scale effects that are more similar to those proposed by expansion of the medical centre. In that case the effects were considered acceptable subject to conditions and we now must measure the combined effects of all commercial activities in this locality to determine whether the cumulative impact can continue to be absorbed. Activities such as the Mill Road Vet clinic located along the State Highway are an example of how a commercial activity can be appropriate due to its scale being in keeping with the surrounds.

6.4.3 With the State Highway passing through this suburb, this impacts on the character and provides an opportunity for the effects of each of the commercial activities to be split and seen more distinctly. While the State highway is a relevant feature in this case, the proximity of the subject site with its proposed extension to the west, the Maunu Village site, the Health Camp, and the Tui Crescent shops, when coupled with the scale of the medical centre proposed, is considered to represent sporadic commercial creep in a residetnail area. This will have the effect of a quasi plan change and represent "commercial creep" alluded to in Dr Grundy's submission.

6.4.4 While this is not ideal planning practice, the process undertaken with the structure plan and urban growth strategies have meant that the current lack of appropriately zoned land in Maunu means ad hoc applications such as this are inevitable. However, the policy work does not give authority to ignore the cumulative implications of this commercial creep. In this case when considering the effects of the proposed expansion coupled with the effects of the already consented and existing commercial development in the immediate area the cumulative outcome will be a resultant degrading of the residential character along the State Highway and a clear indication that a commercial node now exists in this locality.

6.4.5 While this is not entirely a negative result given the lack of such a node in Maunu when most other suburbs have the pattern of a suburban node, I do not accept that the residential character should be undermined as a result. I have already outlined my concerns over the residential character particularly on the *Le Ruez environment* and consider that the

cumulative creation of a quasi plan change will produce a negative cumulative effect on the residential character in this area, and create a ribbon style commercial node along the State Highway not envisaged or provided for by the Living 1 Environment rules.

6.5 Traffic Effects

6.5.1 The proposal involves a total level of traffic movements in the order of 340- 370 in a 24 hour period where the rule provides for 30 as a permitted activity. In this regard the matters over which discretion is restricted are:

i. Manoeuvring requirements;
ii. Need for acceleration and deceleration lanes;
iii. Type, frequency and timing of traffic;
iv. Safety of pedestrians;
v. The availability of other roads for access for proposals leading onto arterial roads or state highways;
vi. Traffic safety and visibility;
vii. Effects on the amenity of the locality;
viii. Effects of dust;
ix. Need for forming or upgrading roads in the vicinity of the site;
x. Need for traffic control, including signs, signals and traffic islands

6.5.2 The application was submitted with a report by Dean Scanlen of Engineering Outcomes specifically addressing the proposed traffic effects of the proposal (dated 14 February 2012 and 22 February 2012, further addendum dated 5 April 2012). The report discusses the current road network, traffic numbers and reported crashes, and then goes on to provide an assessment of the proposed changes resulting from the centres expansion.

6.5.3 The report notes that

- there will be some increase in the queuing length and time at the Tui Crescent intersection,
- there will be assured traffic safety of vehicle movements and to and from the centre due to the configuration of the entrances,
- the entrance to the rear car parks is best located off Tui Crescent as it is far enough from the State Highway to eliminate any conflict or risk.
- Access through the parking is restricted to one-way movements,
- Spaces 1-4 do not comply but will be limited to staff car parking
- There will be minimal delays in queuing from Le Ruez Place

6.5.4 Based on the assessment the report concludes that the traffic effects will be adequately managed and mitigated such that they are acceptable. Subsequent to discussions with council staff some alterations were made (such as the deletion of a car park thought to be a hindrance for traffic entering from Le Ruez Place) and as noted previously in this report the roading staff have confirmed that they accept Engineering Outcomes report in its entirety and agree the effects will be acceptable.

6.5.5 The application was submitted with two letters from New Zealand Transport Agency. The initial letter dated 23 April 2012 responded to a site visit undertaken between the Agency and the applicant and outlined their requests:

In summary the NZTA is prepared to provide its approval in principal subject to the following conditions being met:

1. That car park 24 is removed from the Site Plan titled Tui Medical Centre Alterations/Additions prepared by design group architects, referenced 17/09/01 and dated 13 February 2012.
2. That the existing State highway access is permanently removed by reinstating the kerb and propagating grass in the road reserve.
3. A Traffic Management Plan (TMP) in accordance with the latest version of the 'Code of Practice for Temporary Traffic Management' is submitted to the NZTA's Area Engineer (Auckland North) at least 10 working days prior to the commencement of work. The TMP is required to ensure that the construction or construction traffic would not affect the normal operation of the State highway. **No work can commence on site until this written approval is received.**

6.5.6 The second letter dated 9 May 2012 with an attached plan confirmed that the applicant had met their requests with a revised plan and they formally give their approval pursuant to section 95 of the Act. The NZTA did lodge a submission on the application seeking confirmation that the applicant intended to comply with their requests (above). The applicant in an email dated 15 November 2012 to the NZTA confirmed they accept the Agency's conditions (appendix 8). They have however also sought confirmation that the Agency is not opposed to a pedestrian access to the site being retained along the boundary of the State Highway. It is understood the Agency intend tabling a letter at the hearing addressing this request.

6.5.7 A number of submissions raised the issue of traffic in the area as a concern and the following notes the issues raised and the response from staff in the Roading Department:

Submitter	Comment	Roading Response
Dr Kerry Grundy	Traffic movements, parking and extended hours of operation resulting adverse effects	Roading are happy with the conclusion reached in Dean Scanlen report in regards to potential traffic effects.
K & R Anderson	The streets are narrow and extra cars parked or maneuvering on then would create a hazard. Suggest yellow lines be painted:- • Opposite Tui Cres shops • For first 30-40m of Le Ruez Place. • A "NO Surgery Parking" sign on the service lane.	At this stage not concerned. We will monitor the parking on both Tui Crescent & Le Ruez Place and take action if required.
W & G Higgins	It already has added physio/ gym complex with more traffic than original medical complex. Tui Crescent used to be semi-rural, semi retirement area with traffic in keeping with area, but already congested with any increase. Intersection of Tui Crescent & Kiwi Avenue more like a traffic island with cars unable to find a park coming down an doing U turn. Nature of Tui Crescent already altered dramatically with traffic volumes comparable to SH 14. Excess traffic is a nightmare for pedestrians, partially sighted and slow moving seniors – not as relaxing as it used to be. The whole of Tui Crescent will feel the traffic volume as motorists use it as an alternative to exit SH 14.	<u>Tui / Kiwi intersection acting as turn around area for vehicles looking for parks</u>. If this is happening at present it is a strong possibility it will increase with the development. Is it an issue. At present not an issue and I would suspect it would not evolve into one. All we can do is monitor the intersection. <u>The whole of Tui will feel the volume as motorists use the alternative exit to SH14</u>. Not sure I totally understand the issue. Tui is already used as an access / exit for SH14. Increased traffic from the Medical centre will result in increased queuing on Tui but not increased traffic using it as an alternative access. <u>Parking restriction</u>. Parking is a concern and how the increase will

	Current parking 25-28 weekdays, 4-5 weekends. At busy times virtually one-lane. Tui Crescent cannot cope with extra traffic. IF granted – limit parking to one side of Tui Crescent & 30 min time zone.	affect the adjacent streets. It is envisaged parking restriction will be required but to what restriction is yet to be determined.
Costelloe Trustees & DB Gilchrist & PA Hosking	Concerned about planned traffic flow at Le Ruez/ SH 14 intersection. Turning into Le Ruez from west already difficult, street narrow & increase of 70 vehicles per day will compromise efficiency & safety. Concerned Le Ruez will become a 'de facto' parking area	Configuration of oneway system and pressure on Le Ruez intersection. Reversing the direction of traffic through the medical centre would cause more problems at Tui Cres than would be caused at Le Ruez. It is expected the Le Ruez intersection would cope with the increase in traffic and the current proposal for traffic to enter by Le Ruez and exit by Tui is the best solution. Parking on Le Ruez. Parking demand is a concern and I do expect parking from the centre will overflow onto the side streets. To what extent we will have to wait and see. We will have to look at parking restriction on Le Reuz to ensure access to the properties is maintained. Consider reconfiguring the Le Ruez intersection, I don't believe any improvements to this intersection is needed. The current layout should cope with the increased movements.
Maunu Village	Concerned about the pedestrian refuge in the centre of SH 14. Want NZTA to agree to refuge remaining & endorse reduction in speed limit on SH 14 to 60kph. [Note: the pedestrian refuge was installed as condition of the NZTA's assessment of the Maunu Village consent and has additional safety measures attached to its retention via a third party agreement]	This is more for NZTA to confirm. I have talked with David Spoonley Opus road safety engineer for NZTA who has confirmed he has discussed this with Mr Ruddell and indicated he did not think NZTA would remove this, but if the three accidents happened the possibility would have to be discussed.

6.5.8 Based on the information provided and the assessment undertaken by Councils Roading staff it is concluded that the effects in relation to the increased traffic will be acceptable from a safety and efficiency perspective.

6.5.9 However, as noted in Part 6.3 of this report I have concerns about the effects on amenity in regards to Le Ruez Place. With one of the matters of discretion being "*Effects on the amenity of the locality"* this matter must be addressed and considered in regards to the increased traffic movements. With two new entry/ exit points proposed for Le Ruez Place (with one being the main entry to the centres car park) offering access/ egress of up to 370 movements per day combined with this street being the epitome of a quiet residential cul de sac it is assessed that the effect will be noticeable, producing a modification to the streets amenity at a level that will be unacceptable. This does not meet the matter over which discretion is

restricted. The ability for residents to enjoy their outdoor spaces will be altered by the increased traffic and as noted previously the outlook of some of the dwellings is directly focused from an elevated position over Le Ruez Place and this again will be impacted on. A main and perhaps more quantifiable change will be residents encountering larger traffic volumes at the intersection when exiting/ entering Le Ruez Place.

6.5.10 In my opinion this change to the amenity will be significant and impinge on the residents ability to maintain their current level of enjoyment of a quiet environment and the freedom of minimal traffic related effects. I do accept they may notice a change in traffic effects on occasion associated with big events held at Barge Park, however the operation the medical facility 5 days per week with hours extending as late as 1900hours (7pm) this produce a regular alteration that is not acceptable. While some suggestions have been put forward to make use of "No Parking" lines I consider that this imposition may impinge on the current freedom and enjoyment this area maintains.

6.5.11 It is also noted that the introduction of such measures as "No Parking" lines onto a public road is outside the scope of the resource consent process and cannot be imposed as a condition of consent.

6.6 Parking Effects

6.6.1 As discussed in the background section of this report much discussion and debate was had over the car parking associated with the proposal. The issue of car parking was a major concern to council in this constrained location and this issue has been raised in a number of the submissions, with many people stating the centre does not have enough car parking at present and that the parking associated with the Tui Crescent shops is inadequate/ busy.

6.6.2 The latest information submitted by Reyburn and Bryant as follows:

Proposed Staff & Parking Ratio	**Number of Parking Spaces Required**
4 Doctors @ 2.4	10
2 Physiotherapists @ 2.5	5
2 Specialist Consultants @ 2.5	5
2 Nurses @ 2.5	5
Health Assistant @ 1	1
Practice Manager @ 1	1
4 Support Staff @ 1	4
Total	**31**

The application proposes **31** on-site car parks: Shortfall of **0** car parks

6.6.3 This compliance is conditional on the role of the "Health Assistant" and an assurance that they will not generate individual appointments for such things as vaccinations and dressing changes and as such are not considered to be "professionals" generating a parking demand. If this role alters from the information submitted their status may need to be reviewed and the parking re-calculated to avoid adverse effects in this regard spilling over into the surrounding environment.

6.6.4 It is therefore recommended that a condition of any granted consent include a requirement to adhere to the "Health Assistant" information submitted by Reyburn and Bryant and that this role must not work in a capacity where they generate appointments and a subsequent parking demand.

6.7 Social Effects

6.7.1 It is clear from the submissions received that this centre is widely used and supported from a variety of quarters in the district, including patients and other medical professionals. Many

have highlighted support for the proposed extension stating it is well needed and that such facilities are of great benefit to a community.

6.7.2 The Maunu area has been cited as having a large proportion of elderly residents who draw on local facilities and that the ability to house medical specialists will prevent the need for travel outside the district for treatment.

6.7.3 From the information supplied it is clear there will be some positive effecst from a social perspective, particularly for those parties who use the current facility on a regular basis.

6.8 Effects summary

6.8.1 While from a wider perspective the Maunu suburb may be able to accommodate some extension to commercial uses without creating a degradation of its overall residential amenity this is a not the case when considering the localised effect on Le Ruez Place (or the cumulative effects of the proposal when combined with other activities in proximity of the site). It is concluded that the adverse effects on Le Ruez Place will be unacceptable, creating a serious erosion of its residential character by the introduction of a commercial entrance to the street, the positioning of the two vehicle exit/ entry points on the street, the introduction of the associated traffic movements and the potential for on-road traffic and parking effects. I do not consider that these effects can be adequately mitigated due to the nature of the activity with its high daily patient turnover.

6.8.2 I have also concluded that the cumulative effect of this when coupled with the effects of the existing and consented commercial activity in the immediate area will tip the and a commercial node of ribbon development will result along the State Highway. This will undermine the existing Living 1 Environment to a unacceptable level.

6.8.3 The roading network is assessed as able to accommodate the increased traffic movements without affecting the safety and efficiency of the overall network and the on-site parking is calculated to meet the district plan parking table, while the effects of the design/ layout infringements are considered to be acceptable in this instance (subject to appropriate construction conditions).

6.8.4 It is accepted that positive social effects will result from the provision of additional services at this medical centre, however it is concluded that the overall environmental effects will not be acceptable in this location.

7.0 Relevant Policy Statements, Plans or Proposed Plans (s104(1)(b))

7.1 Northland Regional Policy Statement

7.1.1 The Northland Regional Policy Statement (RPS) covers the management of natural and physical resources across the Northland region. The provisions within the RPS give guidance at a higher planning level in terms of the significant regional issues. As such it does not contain specific rules that trigger the requirement for consent but rather give guidance to consent applications on a regional level.

7.1.2 Having reviewed the current operative RPS it is considered that there are no significant conflicts between the proposal and the provisions within the RPS.

7.1.3 During the processing of this application the new Proposed Regional Policy Statement (RPS) was publicly notified and open for public consultation in October 201 submissions closing 3 December 2012. As such in accordance with Section 104(1)(b)(iv) regard must be had to its content during the decision making on this consent. The new RPS is described as a document that -

"*will underpin the integrated management of our resources (land, water, air, soil, minerals, energy, all plants and animals, and all structures). This means considering the environment as a whole and recognizing that changes, or the effects of human activities, in one area or on*

one resource, can affect other resources. It will provide for the wellbeing of our people and economic development while sustainably managing our resources for future generations. It will also impact how people, businesses and industry use, develop and protect Northland's resources and it will influence future district and regional plans".

7.1.3 Having read through the relevant objectives and polices contained within this document it is considered that this application is in accordance with these directives and will not raise any issues of regional significance.

7.2 Regional Soil and Water Plan for Northland

7.2.1 The Regional Soil and Water Plan for Northland (RSWP) provides strategic direction for the management of soil and water resources within the Northland region. It controls discharges onto land and water and land disturbance activities and aims to prevent and control activities occurring within the Northland Region which may result in unacceptable adverse effects.

7.2.2 Council's Senior Engineering Officer- Dean Murphy has considered matters relating to the servicing of the site, including the management of wastewater, stormwater and water supply and has recommended appropriate conditions of consent that will mitigate any adverse effects in that regard. A copy of the application was also sent to the NRC during the notification period. No submission was received.

7.3 Operative Whangarei District Plan

7.3.1 The relevant objectives and policies in the Operative Whangarei District Plan ('the plan') for the proposed subdivision are located in Chapter 5, Chapter 6, Chapter 8 and Chapter 22 (a copy of these chapters is included in attachment 9 of this report).

7.3.2 The table below assesses the proposed subdivision against the relevant objectives and policies within these Chapters:

Assessment of Relevant Objectives and Policies within the District Plan

Chapter 5 – Amenity Values	
Objective	**Comment**
5.3.1 The characteristic amenity values of each Environment are maintained and, where appropriate enhanced.	*Those characteristics identified as often being found in the Living Environment and those that are found in the Maunu area have been canvassed in part 6.3 of this report. The assessment concluded that the proposal will not enhance the amenity values of the area, or even maintain them, but rather will significantly alter the residential character of Le Ruez Place. As such this objective is not supported by this proposal.*
5.3.5 The actual or potential effects of subdivision use and development is appropriately controlled and those activities located and designed, are to be compatible with existing and identified future patterns of development and levels of amenity in the surrounding environment.	*As noted, Maunu has been identified as one of the five urban villages in the Whangarei Growth Strategy, hence development in this suburb is within an identified location, however the pattern of such development has not been defined. The proposal is seen to be a form of sporadic ad hoc development that is not following any particular development model.* *The proposed activity can be deemed to be compatible with some aspects of the area surrounding eg. that found near the Tui Crescent shops, however it presents a major departure from the existing amenity found on Le Ruez Place.*
Policy	**Comment**
5.4.3 Activities in Living Environments To ensure activities in Living Environments do not have adverse effects that are significantly greater than those associated	*The proposal will generate adverse effects that are greater than those from a residential activity and these effects will negatively impact on the receiving neighbourhood. Traffic movements in the order proposed being introduced into a small*

with residential activities, whilst acknowledging that adverse effects of activities from outside the living Environments, e.g. the Airport, may not be avoidable altogether and may affect amenity values.	*cul de sac will impinge on the nature of this street in a manner far more significant than any residential activity ever would and as such the proposal is inconsistent policy 5.4.3.* *Policy 5.4.12 will also be undermined for the same reasons.*
5.4.12 Traffic To encourage vehicle movements and parking demand, where it does not adversely affect the amenity values of the particular environment in which it is located, having regard to the characteristics of that environment and adjacent environments, and the range of activities for which it makes provision for.	

Chapter 6 – Built Form and Development

Objective	Comment
6.3.1 Accommodate future urban growth with an emphasis on urban consolidation of the central business district (CBD) and in and around existing suburban nodes.	*The proposal does not consolidate development around the CBD due to its location in an outer suburb, however it does locate development in an area where some commercial small scale activity exists. However, the expansion of this non-residential development in a ribbon style pattern along the State Highway is seen as re-inforcing the creation of a new node that does not currently exist in a defined form in Maunu.* *While Maunu is listed in this chapter as a* ***secondary suburban centre****, the proposal is a form of sporadic development with Maunu having no clear indication through policy documents of where it seeks to appropriately locate the creation of such a commercial node and consolidated commercial development. The proposal will create a ribbon of non-residential development along the State Highway due to its use of two neighbouring sites having separate road frontages.* *The proposal therefore does not achieve consistency with these objectives.*
6.3.2 Subdivision and development that ensures consolidated development in appropriate locations and avoids sprawling or sporadic subdivision and ribbon development patterns in the coastal and rural environment.	
6.3.6 Provide accessible and convenient suburban centres, and focus future intensive residential growth in and around those centres.	*The creation of additional medical services in Maunu supports this policy insofar as it provides a convenient accessible service in a suburb identified as a secondary suburban centre.*

Policy	Comment
6.4.2 Consolidated Development To consolidate urban development by: ii) Further develop within existing built up areas, so as to avoid sporadic or sprawling subdivision and ribbon development patterns, particularly in rural areas and along the coast. iv) Promoting clustered, mixed use activity that focus on existing urban and coastal centres.	*While the proposal does encourage a mixed use suburban area, it does so in a manner that creates a ribbon of commercial development along the State Highway and, as such the proposal is not directly supportive of this policy.*
6.4.5 Suburban Centres To provide accessible, well-designed and convenient suburban centres, in a manner that enhances the amenities of the living environments and minimised adverse effects on the transport network.	*Given the nature of the zoning in Maunu and the lack of any commercial land it is not possible for this individual application to contribute to a well-designed suburban centre. However when considered cumulatively with that development already consented to and/ or existing in Maunu the effect is not a well-designed cluster, but rather sporadic ribbon style.*

	It would however add to the services (amenities) available in this location. *While the transport network has been assessed as capable of accommodating the proposed increase, the affect on the amenity in the area is not sustainable without adverse impact.*
Chapter 8 – Subdivision and Development *This chapter provides a policy framework to address the effects of subdivision and development on the environment, and acknowledges that subdivision and development can have both positive and negative effects.*	
Objective	**Comment**
8.3.1 Subdivision and development that achieves the sustainable management of natural and physical resources whilst avoiding, remedying or mitigating adverse effects on the environment.	*The proposal makes use of existing buildings and as such is not using additional land resources, however the effects on the receiving environment are considered to be unacceptable and unable to be avoided or mitigated.*
8.3.2 Subdivision and development that does not detract from the character of the locality and avoids conflicts between incompatible land use activities.	*The proposal is not consistent with this objective as the proposal will detract from the character of this area – particularly Le Ruez Place. Additionally the proposal will alter the layout of the suburb by re-enforcing the creation of a commercial hub flanking the State Highway and increase potential for reverse sensitivity as a result of incompatible land uses.*
Policy	**Comment**
8.4.4 Cumulative Effects To ensure that the cumulative effects of on-going subdivision and development do not compromise the objectives and policies of this Plan, in particular those objectives and policies relating to reducing conflicts between incompatible landuse activities, the consolidated and orderly development of land and the density of development.	*The proposal will introduce a conflict between two land uses – residential verse commercial highlighted largely through amenity, traffic/ parking concerns – and does not achieve any consolidation or orderly development and as such is not consistent with this policy.*
8.4.7 Design and Location To ensure subdivision and development is designed and located so as to avoid, remedy or mitigate adverse effects on, and where appropriate, enhance	*For reasons already outline above, this policy is not supported by the proposal.*
Chapter 22 – Road Transport.	
Objective	**Comment**
22.3.1 Establish and maintain a safe and efficient road transport network.	*As discussed, while the proposal involves a significant increase to traffic movements, it has been determined that these movements will not impact on the safety and efficiency of either the local roading network or the State Highway network as a such is supportive of the objectives and polices.*
22.3.3 Protect the road transport network from the adverse effects of adjacent land use, development or subdivision.	
Policy	**Comment**
22.4.4 Ecological, Landscape and Amenity Values	The effects on Le Ruez Palce are considered to be unacceptable from tthe increase in traffic and the re-location of

To ensure adverse effects of road transport activities on ecological, amenity and landscape values should be avoided, remedied or mitigated to the extent practicable.	the exit/ entry crossings to this small, quiet cul de sac. I consider that the proposal does not support this policy.
22.4.7 Parking and Manoeuvring • To provide adequate parking, turning and manoeuvring space on every site, other than sites in the areas shown in Figures 6A.1 and 6A.2 to Appendix 6, to accommodate traffic generated by the activity, and to maintain the safe and efficient operation of the transport network. • To facilitate the provision spaces (owned by Council and/or private companies) in the areas shown in Figures 6A.1 and 6A.2 to Appendix 6, both on and off roads.	The Roading staff have assessed that the site can accommodate the necessary parking/ manoeuvring areas and while the queuing space proposed is not the full length required it has been assessed that this will not impact of the safe or efficient operation of the transport network. Consistent with this policy.

7.3.3 While the proposal is supportive of and not directly contrary to some of the objectives and policies contained in the Plan, there are also a number to which the proposal is considered contrary to. The proposal does not support the thrust of the Plans intent to appropriately locate development to avoid the adverse effects of:

- Sporadic Development
- Ribbon Development
- Incompatible land uses; and
- Activities requiring maintenance of a high level of amenity eg. residential

7.3.4 Therefore for these reasons it is concluded that the proposed subdivision is contrary to the overarching intent of the aforementioned relevant objectives and policies of the Operative District Plan.

8.0 Other Matters

8.1 Maunu Structure Plan

8.1.2 In 2002 Council undertook an Urban Growth Strategy which identified a number of urban development issues that needed addressing. As part of this eleven distinct areas were identified that became known as Structure Plan Study Areas – the Maunu/ Hora Hora Area was one of these. Public consultation took place between 2004 and 2008 as well as a study of influential factors in the area.

8.1.3 The issue of commercial land in this area was investigated and assessed with the following reported:

> **4.2 Consideration of additional commercial land**
>
> Consultation revealed diverse views on the necessity for an expanded commercial area. This issue is outstanding as more research and public consultation is required. Different possible sites are being identified. For example, the possibility of expanding the commercial area around the Tui Crescent shops is being explored, as well as the corner site to the west of Austin Road.
>
> A resource consent has been lodged for what is to be known as "Maunu Village" commercial development. This proposal is to develop land to the west of Tue Crescent Shops for retail activities, mainly food outlets. Like the earlier proposals in the Structure Plan for commercial activities, this application has attracted a number of submissions both in support and in opposition. Council is considering the application. Council has undertaken to consult further on this issue.

8.1.4 The resultant Structure Plan was formally adopted by council in February 2009 with Section 5.2 of the structure plan outlining projects and prioritisation associated with its implementation. Since the initial work was completed on the structure plan the Whangarei District Growth Strategy, Sustainable Futures 30/50 was adopted in October 2010 and this identifies the preferred development path for the District being consolidation and includes a detailed analysis of the Maunu area. No actions have been undertaken to implement these non-statutory documents by way of a formal Plan Change.

8.2 Sustainable Futures 30/50

8.2.1 Sustainable Futures 30/50 is the Councils strategic planning document, which was produced in response to growth in the District over the period 2001 – 2008 with this growth resulting in widespread, and often sporadic, land development throughout the District. This widely dispersed development created a number of planning challenges including provision of infrastructure, managing cumulative effects of development on the environment, and implications for the productive potential of agricultural land.

8.2.2 Through this study Maunu was identified as one of the five urban villages in a tiered settlement pattern over the district. The following comment was included in relation to the Maunu Urban Village:

> *"However, the business land zoned in the node is very isolated and is not easily available for development in the short to medium term. There is a need to reconsider other locations for business land, although recent demand for rural residential development is not conducive to initiating larger commercial areas if other options already exist in Whangarei." (refer page 141 Whangarei District Growth Strategy).*

8.2.3 While it has been acknowledged that additional commercial land is required in this suburb due to a general lack, it has been concluded that any such re-zoning will not be occurring in the foreseeable future.

8.2.4 As a result of this, it is accepted that for additional non-residential development to take place in Maunu resource consent applications for the development of residential land will need to be pursued.

9.0 Part 2 Matters

9.1 Section 5 – Purpose

9.1.1 Part 2 of the Resource Management Act 1991 details the overarching purpose and principles of the Act

9.1.2 In terms of Part 2 of the Act, the proposed activity must meet the purpose of the Act set out in section 5 which is "*to promote the sustainable management of natural and physical resources*." As outlined in section 5(2), "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 their social, economic, and cultural well being and for their health and safety while -

- *Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- *Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- *Avoiding, remedying, or mitigating any adverse effects of activities on the environment."*

9.1.3 It is considered that the proposal *"enables people and communities to provide for their social, economic … wellbeing and for their health and safety"*. In particular, it is considered that the proposal will assist in providing an improved service to their patients, a number of whom have submitted stating the current facility is too small.

9.1.4 However, it is assessed that the proposal will not adequately avoid, or mitigate all potential adverse effects on the surrounding environment and the proposal is considered to be inconsistent with the principal of sustainable management of natural and physical resources. The enabling of "...*people and communities to provide for their social, economic … wellbeing and for their health and safety"* cannot be achieved at the expense of the existing residential amenity . In this instance it is assessed that such effects would result particularly on the *Le Ruez environment*.

9.1.5 Section 5 of the Act is supported by a number of other ancillary principles contained in sections 6, 7 and 8 in Part 2 of the Act that provide decision makers with a set of guidelines that reflect current government policies and ideologies in regards to resource management, and assist in the interpretation of sustainable management. The relevance of these sections to the proposed land use is assessed below.

9.2 Section 6 – Matters of National Importance

9.2.1 Section 6 of the Act highlights matters of national importance that shall be recognised and provided for in order to achieve the sustainable management purpose of the Act. No matters provided under section 6 are considered to be relevant to consideration of this application.

9.3 Section 7 – Other Matters

9.3.1 Section 7 of the Act details those matters that a consent authority shall have particular regard to in the assessment of an application. With regard to this application the following matters as outlined below are considered to be relevant to this application:

(b) The efficient use and development of natural and physical resources;

(c) The maintenance and enhancement of amenity values;

(f) Maintenance and enhancement of the quality of the environment.

9.3.2 In respect to this application, it has been assessed that potential adverse effects of this proposal cannot be avoided, or mitigated through consent conditions – in particular the effects on the current amenity values. The proposal will not maintain or enhance the quality of the *Le Ruez environment*, but rather it is assessed it will undermine its residential amenity. Therefore the application as presented is not considered to satisfy the requirements of Section 7 of the RMA.

9.4 Section 8 – Treaty of Waitangi

9.4.1 Section 8 requires that decision makers take into account the principles of the Treaty of Waitangi in managing the use development and protection of natural and physical resources. Section 8 is not considered applicable to this application as the proposal does not affect the principles of the Treaty of Waitangi.

10.0 Conclusion & Recommendation

10.1 Conclusion

10.1.1 Section 104B of the Act requires that after considering an application for a resource consent for a discretionary activity or non-complying activity, a consent authority –

(a) may grant or refuse the application; and

(b) if it grants the application, may impose conditions under section 108.

10.1.2 In accordance with 104(1)(a), it is concluded that the actual and potential effects on the environment from the proposed extension will not be acceptable in this location and are unable to be mitigated. While some form of additional non-residential expansion may be acceptable in the future development of the *wider Maunu environment* it is considered that this ad hoc proposal would generate an adverse impact on the nature of this mature neighbourhood, particularly the quiet cul de sac of Le Ruez Place. The proposal would generate a cumulative alteration in the residential character and amenity of this area and create a commercial node spanning the State

Highway in an ad hoc ribbon style, the effects of which would tip the balance from residential to commercial.

10.1.3 In accordance with 104(1)(b), it is concluded that while the proposal is consistent with some of the relevant objectives and policies in the Operative District Plan it is also contrary to many of them. The key objectives and policies seeking to retain character and amenity and avoid developmental threats to residential neighbourhoods are not met and the proposal is directly contrary to them. Another main thrust is to avoid sporadic and ribbon development in favour of carefully located and clustered suburban centres. The proposal is a form of sporadic ribbon development along the State Highway that will reinforce a tunnel of commercial development flanking both sides of the road boundaries as opposed to a clustered commercial node.

10.1.4 The proposal is considered to be inconsistent with the purpose and principles of the Resource Management Act set out within Part 2 as the proposal cannot avoid, remedy or mitigate adverse effects on neighbouring residential sites in proximity of the subject site.

10.1.5 Having considered the application against the relevant provisions of the Act, it is therefore recommended that this application be **declined**.

10.2 Recommendation

THAT pursuant to sections 104 and 104B of the Resource Management Act 1991, it is recommended that Commissioner Greg Hill **decline** consent to Bjornholdt and Johnston O'Shea LU1200048 P056286 to undertake an extension to the existing Tui Medical Centre increasing the floor area and staffing numbers, expanding onto the neighbouring site and converting the existing dwelling on the neighbouring site into specialist consulting rooms. The re-development also consists of reconfiguring the access and parking arrangements.

The proposal does not comply with the Activities Generally, Parking, Traffic Movements, Setbacks and Landscaping rules and is assessed as being Discretionary Activity:

Reasons for the Recommendation:
That pursuant to section 113 of the Resource Management Act 1991 the reasons for this decision are as follows:

1. In accordance with 104(1)(a), it is concluded that the actual and potential effects on the environment from the proposed extension will not be acceptable in this location and are unable to be mitigated. While some form of additional non-residential expansion may be acceptable in the future development of the *wider Maunu environment* it is considered that this ad hoc proposal would generate an adverse impact on the nature of this mature neighbourhood, particularly the quiet cul de sac of Le Ruez Place. The proposal would generate a cumulative alteration in the residential character and amenity of this area and create a commercial node spanning the State Highway in an ad hoc ribbon style, the effects of which would tip the balance from residential to commercial.

2. In accordance with 104(1)(b), it is concluded that while the proposal is consistent with some of the relevant objectives and policies in the Operative District Plan it is also contrary to many of them. The key objectives and policies seeking to retain character and amenity and avoid developmental threats to residential neighbourhoods are not met and the proposal is directly contrary to them. Another main thrust is to avoid sporadic and ribbon development in favour of carefully located and clustered suburban centres. The proposal is a form of sporadic ribbon development along the State Highway that will reinforce a tunnel of commercial development flanking both sides of the road boundaries as opposed to a clustered commercial node.

3. The proposal is considered to be inconsistent with the purpose and principles of the Resource Management Act set out within Part 2 as the proposal cannot avoid, remedy or mitigate adverse effects on neighbouring residential properties in proximtiy of the subject site.

Advice Notes

- The applicant shall pay all charges set by Council under Section 36 of the Resource Management Act 1991. The applicant will be advised of the charges as they fall.

- Section 357B of the Resource Management Act 1991 provides a right of appeal to this decision. Appeals must be in writing, setting out the reasons for the appeal, and lodged with the Environment Court within 15 working days after the decision has been notified to you. Appellants are also required to ensure that a copy of the notice of appeal is served on all other relevant parties

11.0 Attachments

1. The application (as lodged)

2. Additional Information supplied by Reyburn and Bryant including the Landscape Report by Simon Cocker and the job description of the Health Assistant

3. **Council's Senior Environmental Engineering Officer Dean Murphy's two reports dated 14 June 2012 and 16 August 2012 and associated emails from Roading Department**

4. **Planning Maps for subject site and surrounding locality**

5. **Copy of previous consents**

6. **Summary of submissions received**

7. **Letter of Support**

8. **Email to New Zealand Transport Agency**

9. **District Plan Chapters**

   - **Chapter 5 – Amenity Values**
   - **Chapter 6 – Built Form and Development**
   - **Chapter 8 – Subdivision and Development**
   - **Chapter 22 – Road Transport**

10. **Part 3.2 Maunu – Whangarei District Growth Strategy**

11. **Maunu Structure Plan**

Addendum 1 **A full copy of the submissions received - copies of which have only been directly given to the Hearings Commissioner, the applicants agent and council staff due to the size of the document. Additional copies will be available on request prior to the hearing. Contact Katie Martin or Linda Wheeler.**