

Subdivision – Land Use Report for a General Residential and Rural Production Zone

File reference	SL	2100046
PID	Р	3557 & 160746
Applicant	Hurupaki Hold	ings Limited.

Report Date 7 October 2021

Please consider the comments and recommendations as noted below for inclusion in your report on the above subdivision.

Reporting Engineering Officer – Pat Sugrue

Preamble to Planner - Alister Hartstone

Proposal – Overall resource consent is non-complying activity.

- Subdivision to create 73 residential allotments, drainage and recreational reserves to vest and other associated works. Land use to establish a food and beverage activity within Lot 22; for setback from boundary and coverage infringements (future residential units within Rural Production Zone) and to relocate dry stone walls.
- Residential Lot(s) 1-73
- Public road Lot 100
- JOAL Lot(s) 300-302
- Drainage Reserves Lot(s) 200-204
- Recreation Reserves Lot 205

Subdivision and Land Use matters under consideration/rule breaches (from application and/or checklist)

Land Use: Resource consent for the proposed land use is required pursuant to rules:

Restricted Discretionary Activity

- TRA-R5 Vehicle Crossing Design and Location.
- CEL.1.2.2 Planting of trees within 20m of a CEL.

Discretionary Activity

- BH.1.7.10 Dry Stone Walls.
- GRZ-R18 Food and Beverage Activity.
- RPZ.2.3.4(b) Setback from Boundary.
- RPZ. 2.3.4(c) Coverage.

Subdivision: Resource consent for the proposed subdivision is required pursuant to rules:

Controlled Activity

- SUB-R5 Subdivision in GRZ.
- LIGHT-R7 Any Subdivision.

Restricted Discretionary Activity

- TRA-R13 Subdivision (Infringement with TRAR5),
- TRA-R15 Integrated Traffic Assessment,



- TRA-R16 Construction of New Public Road, and Rule TRA-R17 (Major Roading Alterations to an Existing Public Road).
- TWM-R2 Stormwater, TWM-R3 Wastewater, TWM-R4 Water, TWM-R5 Integrated Three Waters Assessment.
- CEL.1.4.1 Subdivision.
- SUB-R2 Any subdivision.
- EARTH-R1 Earthworks Associated with Subdivision.

Discretionary Activity

• BH.1.8.4 Subdivision – Dry Stone Walls.

Non-complying Activity

• RPZ.3.1.7 Eligibility Rule – Any Subdivision.

Relevant standard

All engineering works forming part of this consent will be assessed under and are to comply with Whangarei District Council's Environmental Engineering Standard 2010 version and Council's district plan rules unless conditions specify otherwise.

Hazards

- The site has a low to medium instability hazard with high instability hazard around the lower flanks of Hurupaki mountain identified on Council's Geographic Information System maps.
- This development overlies an at-risk aquifer.
- The applicant has submitted an engineering report compiled by LDE Land Development and Engineering LTD dated 24 August 2021 in support of the application, this report includes a detailed site investigation and concludes that subject to restrictions and recommendations the site is suitable for development.
- I recommend that the location and foundations of any building shall be certified by a suitably experienced Chartered Professional Engineer prior to issue of any building consent, noting the location of the low to medium instability hazard designation identified on Council's Geographic Information Systems maps.
- This proposal is considered to satisfy Section 106 of the Resource Management Act 1991 with the recommended conditions of consent which will mitagate the effects of associated with the development.

Site visit details

• 26 January 2022











Telecommunications and Power

- Electricity connections will be provided to Lots 1 73. This proposal therefore complies with Rule SUB-R2 Electricity
- Every allotment will be provided with the ability to connect to a wireless telecommunications system.

Earthworks

- A significant volume of earthworks is required for construction of vehicle access and building platforms with volumes over 5,000m³; Consent has be obtained for earthworks from Northland Regional Council.
- A significant volume of earthworks is proposed and certification from a suitably experienced chartered professional engineer will be required for these earthworks noting the low to medium instability hazard(s) identified on Council's Geographic Information System maps.
- The future effects of the proposed earthworks has the potential to be more than minor in this case if measures are not put in place to manage the effects. There will be significant exposure through the earthworks therefore the effects will be significant to the surrounding receiving environment if not properly managed, most notable would be the water course with sediment if not managed accordingly. GD05 sediment and erosion control should be adhered to at all times throughout the development. Conditions set out in the obtained Northland Regional Council earthworks consent mitigates adverse effects associated with the proposed development.



	Unadjusted	Adjustment factor	Adjusted	
CUT	33317.8m ³	1	33317.8m³	
FILL	18134.75m³	1.25	22668.4m³	
NET (in CUT)	15183m³	N/A	10649.38m ³	

Roading

- Three Mile Bush Road is classified as a primary collector road with a sealed surface in the area of the proposed vehicle access with a speed environment of between 70 to 80 km/h requiring sight lines of 140 to 175m.
- Three Mile Bush Road, road frontage is to be upgraded in front of the development similar to that of SL1900025. The upgrade is determined to be in accordance with table 3.1 Class C of Council's Environmental Engineering Standards 2010. The upgrade is to be from the crown of Three Mile Bush Road to Development boundary the road to at 131 – 189
- In addition the footpath on the southern side of Three Mile Bush Road (LHS) is to be replaced and upgraded from approximately RP1.613 (Lot 6 eastern boundary) to RP1.880 (Lot 48 Western boundary) to a 2m width, which is a continuation of the footpath upgrades that were require to the predecessor development The James. A pedestrian refuge is to be installed on three Mile bush road at the pedestrian crossing point from the Hurupaki development to the upgraded footpath as recommended by the Engineering Traffic outcomes report.
- The future effects of the proposed access on the existing roading network are considered to be less than minor in this case. See Engineering Outcomes integrated traffic assessment 'Subdivision 131 & 189 Three Mile Bush Road, Whangarei' (Appendix 7)
- The application includes a Traffic Effects Assessment compiled by Engineering Outcomes Ltd dated 1 October 2021 this report investigates the existing roading network directly affected by this proposal and determines that the traffic effects relating to the proposal will be no more than minor with the proposed mitigation measures which will include a 42m long by 6.5m width on the site side of Three Mile Bush Road and 140m at more than 5.5m width turning bay into the development, a speed control device. A pedestrian refuge is proposed on Three Mile Bush Road.
- Existing key intersections with Three Mile Bush Road beyond the site, including those with Te Puia Street, Tuatara Drive/Crawford Crescent and Kamo Road, are assessed to be adequate in their current form and layout, so upgrading is not warranted to address the effects of the additional traffic. In general, the standard development contribution framework will address the effects on the existing road network adequately.
- RFI request was submitted regarding the internal roading of the development and the roading upgrades at the development frontage along Three Mile Bush road. The following points are the RFI's followed by the responses from Dean Scanlen.

Roading and Traffic

Based on the plans provided for the subdivision, can you please confirm that the cul-de-sac head will meet the design requirement specified on Sheet 11 Type A of the EES 2010, particularly in terms of the 9.5 metre minimum turning radius.

Response from Dean Scanlen: I can confirm the the cul-de-sac head is proposed to be 9.5metres in diameter.

The road frontage will need to be upgraded to a Class D standard in a similar manner to the adjacent subdivision to the east. Can you please confirm that this can be achieved in all respects based on the plans provided.

Response from Dean Scanlen:

In an email dated 5 November 2021, in response to a request for clarification of the second subitem, Pat Sugrue, the Council's development engineer, advised as follows:



"[the standard] would be... Class C, as that appears to be all that is available in the corridor and to match up. This would be from the crown of the road to the subdivision berm and inclusive of the proposed sliplane.

NTA accepted the frontage to be Class C with right turn bay and a footpath, on the opposite side of the road via a pedestrian crossing.

Whangarei District Council's 2010 Environmental Engineering standards ("EES 2010"). This document is referred to as an "acceptable means of compliance" in a number of locations in the current TRA section of the Whangarei District Plan. It includes a table of standards of urban roads of various classes in Table 3.1. The standard for a Class C road is as follows:

S		Criteria	Minimum Road Reserve Width (m) (refer *notes below)	Minimum Carriageway Width (m)			Foot path Width (m)	
Type	Туре			Parking	Traffic	Cycles	Total	
С	Residential	Over 500m	21.0	2 x 2.5	2 x 3.0	-	11.0	2 x 1.4

3.4.4 Existing Roads

Where a proposed development fronts an existing road which is not formed to the required standard, and where the effects of the development will, in the opinion of the roading manager, have an adverse effect on the road or surrounding road network, the developer will be required to upgrade the road to comply with this standard. This may include intersection construction or modification, the provision of kerb & channel, footpaths and the upgrading of drainage along the development frontage.

The extent to which upgrading is required will generally be defined through the resource consent process.

I remain of the view that what is proposed is fit-for-purpose and more than adequate to address the effects of the traffic this proposal will generate. The key reasons for this are given in the ITA, especially section 6.1.

In particular, the proposed right-turn bay addresses the dominant movement of traffic into the site. There is no demand for parking on this part of Three Mile Bush Road and, with the proposed on-street parking bays and ability for most residents to park on their sites, neither will the proposal create any. The proposed pedestrian refuge on Three Mile Bush Road a provides a safe and suitable link to the existing footpath along the southern side of Three Mile Bush Road whereas a footpath along the site side would not link to any existing footpaths and would not be used. Three Mile Bush Road has more than adequate capacity for the traffic it will carry even with this subdivision at full development and especially with the proposed upgrading in place.

It has been noted, with the turning bay, the total width on the site side of Three Mile Bush Road will be 6.5m over a length of 42m and more than 5.5m over more than 140m. That is, more than half of the length of the frontage.





Access

- Lot(s) 33, 36, and 37 will all gain vehicle access via the proposed right of way 'C' (Lot 301) which is are to be constructed in accordance with Table 3.7 of Council's Environmental Engineering Standards 2010 Edition.
- Lot(s) 12 to 14 will all gain vehicle access via the proposed right of way 'l' (Lot 300) which is are to be constructed in accordance with Table 3.7 of Council's Environmental Engineering Standards 2010 Edition
- Lot(s) 63 71 will all gain vehicle access via the proposed right of way 'F' (Lot 302) which is to be constructed in accordance with Table 3.7 of Council's Environmental Engineering Standards 2010 Edition. The shared access on JOAL 302, which leads to 9 lots, is proposed to have a 5.5 metre carriageway width and a 1.0 metre footpath along one side. The other JOALs (300 and 301), which lead to no more than three lots each, are proposed to be formed to a 3metre carriageway width (including the channel on one side and concrete bond beam on the other). The proposed widths of JOALs 300 and 301 meet the council standards for shared access that leads to as many as four lots.

Right of way section	Category	Users	Lot(s) (JOAL)
'A','B'	A	2	Lot(s) 27 & 28
C' (Lot 301)	А	3	Lot(s) 33, 36, & 37
'D','E'	A	2	Lot(s) 16 & 17
'F','G'	А	2 & Pedestrians	Lot(s) 62 & 63
H' (Lot 302) Non-compliant subject to		10	Lot(s) 65-73



traffic impact			
	assessment		
l' (Lot 300)	A	3	Lot(s) 12-14

- This proposal complies with TRA-R8 Property Access as every allotment is capable of having vehicular access to a road and access shall be provided where it is shared by 2 or more allotments and the access will comply with Council's Environmental Engineering Standards.
- The proposed vehicle crossing(s) can achieve complying sight lines

Manoeuvring

• The proposed lot sizes and configuration are able to comply with Rule TRA-R7 and TRA-R13 including Appendix 1 of the District Plan and Section 3.4.18 and Sheets 26, 27, 28 of Council's Environmental Engineering Standard 2010.

Wastewater

 All lots will be connected to Council's reticulation; therefore the application complies with Rule TWM-R3 Sewage

Water Supply

- All lots will be connected to Council's reticulation; therefore the application complies with Rule TWM-R4 Water Supply
- All lots will be connected to the existing Council watermain with a reticulation system to be constructed as part of the proposed development, this design must be adequate for fire fighting purposes and the design shall conform with the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008

Stormwater

- For proposed stormwater reticulation to vest to WDC that will discharge into a river or stream, WDC have an existing NRC Discharge Consent.
- Onsite stormwater attenuation will be required at subdivision stage for the development to limit flows from the site in accordance with Chapter 4 of Council's Environmental Engineering Standards 2010, and more specifically Section 4.11. This proposal complies with Rule SUB-R2 Stormwater as an overflow connection will be installed to the existing overland flow path.
- Metis Consultants have reviewed the stormwater design with the application and provided the following feedback (these are still being addressed through Engineering approval):

1. Applicant has not assessed all existing overland flow paths (Figure 3 of the Three Waters Design Report only shows one overland flow to the south of the Waitaua Stream – while WDC mapping shows numerous flow paths as shown in Figure A below). The application should:

a. Show they have assessed and managed the impact of diverting existing on and off-site overland flow paths

b. Assess the impact of the two overland flows

2. Inconsistent runoff calculation data has been provided. The applicant needs to provide clarification on the following items:

- a. Overall site area
- c. Catchment Areas
- d. Pond Catchments with relating Pond sizing calculations
- e. Post Development Peak Flow rate
- f. Stream Road Crossing Three Waters Design Report
- g. Appendix B HEC-HMS Model Outputs:



h. Pond sizing calculations

• The existing overland flow path is to be maintained to cater for the 1% (+20% allowance for climate change) Annual Exceedance Probability rainfall event flows. No modification of the existing ground profile, plantings, fencing or structures of any kind will be permitted within the overland flowpath unless a specific design has been done by a Chartered Professional Engineer which mitigates the effects of the obstruction and is approved in writing by the Development Engineering Officer.

Development Contributions

• Contributions will need to be checked with the development contributions officer. 73Additional Lots are being created. Connections to council services are available.

Table Summary of Connection Requirements for Proposed Allotments		
Stage 1	Lot 1-73	
Sewer	Connection Required	
Stormwater	Connection Required	
Water	Connection Required	



Recommended Draft Conditions

1 Prior to issue of a Section 223(c) certificate

a The consent holder must submit a detailed set of engineering plans prepared in accordance with Council's Environmental Engineering Standards 2010 Edition. The engineering plans are to be submitted to the Development Engineer for approval.

It is to be noted that certain designs may only be carried out by an Chartered Professional Engineer (CPEng) working within the bounds of their assessed competencies. IQP's must have been assessed by Council and hold a current status to submit design work.

All work needing design/certification by a Council approved CPEng will require completion of a producer statement (design) (EES-PS1 or similar).

The Consent holder is to submit all documentation as required by Council "Quality Assurance/Quality Control Manual – Vested Assets". This will include nomination of an IQP and an "Inspection and Test Plan" for approval by the Development Engineer before any works commence.

Plans are to include but are not limited to:

- i Design details for proposed works within the road boundaries of Three Mile Bush Road, including replacement and upgrading of the existing footpath on the southern side of Three Mile Bush Road.
- ii Road 1 (chainage 0-55m) Design details of the construction of legal road in accordance with Table 3.1 Category B and Sheet 2 of Council's Environmental Engineering Standards 2010 Edition requirements including a typical cross section, long section, culverts, drainage flow paths and overland flow.
- Road 2 (chainage 0-380m) Design details of the construction of legal road in accordance with Table 3.1 Category B and Sheet 2 of Council's Environmental Engineering Standards 2010 Edition requirements including a typical cross section, long section, culverts, drainage flow paths and overland flow.
- iv Road 3 (0-323m) Design details of the construction of legal road in accordance with Table 3.1 Category B and Sheet 2 of Council's Environmental Engineering Standards 2010 Edition requirements including a typical cross section, long section, culverts, drainage flow paths and overland flow.
- v (Lot 300) Design details of the construction of right of way 'l' in accordance with Table 3.7 Category A and Sheet 2 of Council's Environmental Engineering Standards 2010 Edition requirements including a typical cross section, long section, culverts, drainage flow paths and overland flow.
- vi (Lot 301) Design details of the construction of right of way 'C' in accordance with Table 3.7 Category A and Sheet 2 of Council's Environmental Engineering Standards 2010 Edition requirements including a typical cross section, long section, culverts, drainage flow paths and overland flow.
- vii Design details of the construction of right of way 'A, B, D, E, in accordance with Table 3.7 Category A and Sheet 2 of Council's Environmental Engineering Standards 2010 Edition requirements including a typical cross section, long section, culverts, drainage flow paths and overland flow.
- viii Design details of the construction of right of way 'F & G' in accordance with Table 3.7 Category B and Sheet 2 of Council's Environmental Engineering Standards 2010 Edition requirements including a typical cross section, long section, culverts, drainage flow paths and overland flow.
- ix (Lot 302) Design details of the construction of right of way 'F' in accordance with Table 3.7 Category B and Sheet 2 of Council's Environmental Engineering Standards 2010 Edition requirements including a typical cross section, long section, culverts, drainage flow paths and overland flow.
- x Design details for Road lighting to be installed to category V4 or P3 in AS/NZS1158



- xi Design details of the construction of a new vehicle crossing(s) for Lot(s) 1,6,16,17,30,32,34,43,49,52,54,60,61,& 300 in accordance with Sheet 18 Residential Single Width Crossing also in accordance with Sheets 22 & 23 of Council's Environmental Engineering Standards 2010 Edition. Entrance crossings are to be designed and constructed in such a manner that will control stormwater run-off entering a property from the road, and that likewise prevent stormwater and detritus, including gravel, dirt and other materials, migrating onto the road reserve from a property. Urban accessways and private driveways sloping up from the road shall have a stormwater collection and disposal system at the boundary as detailed on Sheet 19.
- xii Design details of the construction of a new vehicle crossing(s) for Lot(s) 27,28,31,42,47,48,62,63,64,301, & 302 in accordance with Sheet 18 Residential Double Width Crossing also in accordance with Sheets 22 & 23 of Council's Environmental Engineering Standards 2010 Edition. Entrance crossings are to be designed and constructed in such a manner that will control stormwater run-off entering a property from the road, and that likewise prevent stormwater and detritus, including gravel, dirt and other materials, migrating onto the road reserve from a property. Urban accessways and private driveways sloping up from the road shall have a stormwater collection and disposal system at the boundary as detailed on Sheet 19.
- xiii Design details of sewerage mainline reticulation inclusive of any manholes, fittings and connections necessary to service to all residential lots, inclusive of calculations in accordance with Section 5 of Council's Environmental Engineering Standards 2010 Edition.
- xiv Design details of sewer connections for lot(s) 1-73 in accordance with Section 5 of Council's Environmental Engineering Standards 2010 Edition.
- xv Design details of water connections for lot(s) 1-73 in accordance with Sheet 46 or 47 of Council's Environmental Engineering Standards 2010 Edition including fire fighting coverage in accordance with Sheet 45 and Section 6.11.
- xvi Design details of water main extensions inclusive of any valves, bulk water meters, fittings and connections necessary to service all residential lots, inclusive of calculations in accordance with Section 6 of Council's Environmental Engineering Standards 2010 Edition.
- xvii Design details of stormwater connections for lot(s) 1-73, in accordance with Sheet 36 or 37 and Section 4 of Council's Environmental Engineering Standards 2010 Edition.
- xviii Design details of stormwater mainline reticulation inclusive of any upgrades to the existing reticulation, sumps, manholes, treatment devices, detention structures and connections necessary to service the development in accordance with Section 4 of Council's Environmental Engineering Standards 2010 Edition. The design is to include evidence that
 - The existing public reticulation is capable of receiving the additional flows; and
 - The new system is capable of receiving stormwater from further upstream development (where applicable)
 - Note Stormwater discharges across Public Reserve will require specific approval in writing from the controlling authority prior to submission of engineering plans.
- b The consent holder shall provide written confirmation from the telecommunications utility service operator of their consent conditions in accordance with Council's Environmental Engineering Standards 2010 Edition and show necessary easements on the survey plan to the approval of the Councils' Post Approval Officer or delegated representative. Or the consent holder is to confirm that telecommunication connections are not proposed in which case consent notice will be registered on the title of proposed Lot 1-73 prior to the issue of the Section 224(c) certificate alerting future owners of this situation.
- c The consent holder shall provide written confirmation from the power utility service operator of their consent conditions in accordance with Council's Environmental Engineering Standards 2010 Edition and show necessary easements on the survey plan to the approval of the Councils' Post Approval Officer or delegated representative.



- d The consent holder must create easements over proposed and existing services and rights of way to the approval of the Development Engineer or delegated representative.
- e The consent holder must create easements over any stormwater overland flow paths affected by the development or as directed by the Development Engineer.

Areas of proposed development shall be designed to avoid these overland flowpaths and noted in the Site Suitability report.

Note: Overland flow paths are to be assessed in accordance with Section 4 of Council's Environmental Engineering Standards 2010 Edition and are to be certified by an IQP/CPEng.

f The consent holder must provide Council with three proposed street/road/access names in writing for Road 1-3 and ROW (lot 302) in accordance with Council's Road Naming Policy, and in order of preference, giving reasons for each proposed name, for approval by Council. A clear plan detailing the route of the proposed street/road/access should also be submitted and any evidence of consultation relating to the proposed names.

Please refer to the road naming policy and guidelines available on Council's website http://www.wdc.govt.nz/PlansPoliciesandBylaws/Policies/Pages/Road-Naming-Policy.aspx

Note: This condition will not be deemed to be satisfied unless Council has approved the submitted names in writing

2 Prior to issue of a Section 224 (c) certificate;

- a The consent holder is to submit a Construction Management Plan in accordance with Council's Environmental Engineering Standards to the approval of the Development Engineer or delegated representative.
- b The consent holder is to submit a Corridor Access Request application to Council's Road Corridor Co-ordinator and receive written approval for all works to be carried out within Council's Road Reserve in accordance with Council's Environmental Engineering Standards 2010 to the satisfaction of the Development Engineer or delegated representative (refer to the advisory clause below for the definition of a Corridor Access Request).
- c The consent holder shall notify Council, in writing, of their intention to begin works, a minimum of seven days prior to commencing works. Such notification shall be sent to the Development Engineer and include the following details:
 - Name and telephone number of the project manager/ IQP.
 - Site address to which the consent relates.
 - Activities to which the consent relates.
 - Expected duration of works.

A copy of the approved engineering plans and a copy of the resource consent conditions, Inspection and Test Plan, approved corridor access request and the above letter are to be held onsite at all times during construction. All personnel working on the site shall be made aware of and have access to the resource consent and accompanying documentation.

- d A pre start meeting is required to be undertaken with the consent holder's representative, contractor(s) and all other IQP's or agents for consent holder and the Development Engineer prior to any works being undertaken on the site to the satisfaction of the Development Engineer or delegated representative.
- e All work on the approved engineering plans in Condition 1(a) is to be carried out to the approval of the Development Engineer. Compliance with this condition shall be determined by;

Site inspections undertaken as agreed in Council's engineering plan approval letter/ Inspection and Test Plan.

Results of all testing, video inspection records of all wastewater and stormwater reticulation, PE pipeline pressure testing and weld data logging results.

PS4 and approval of supporting documentation provided by the developer's representative/s including evidence of inspections by those persons, and all other test certificates and statements required to confirm compliance of the works as required by Council's QA/QC Manual and the Council's Environmental Engineering Standards 2010.

PS3 "Certificate of Completion of Development Works" from the Contractor.



No construction works are to commence onsite until the engineering plans required in condition 1(a) have been approved.

- f The consent holder must submit a certified and dated 'Asbuilt' plan of completed works and services in accordance with Council's Environmental Engineering Standards 2010 Edition. This condition shall be deemed satisfied once the as builts have been approved by Councils' Development Engineer or delegated representative.
- g The consent holder must submit certified RAMM data for all new/upgraded Roading infrastructure prepared by a suitably qualified person in accordance with Council's Environmental Engineering Standards 2010 Edition to the satisfaction of the Development Engineer or delegated representative.

Warranty documents shall be transferred to Council for all street lights installed.

- h The consent holder shall submit written confirmation from power utility services operators that their conditions for this development have been satisfied in accordance with Council's Environmental Engineering Standards 2010 Edition to the approval of the Councils' Post Approval Officer or their delegated representative.
- i The consent holder shall submit written confirmation from the telecommunication utility services operator that their conditions for this development have been satisfied in accordance with Council's Environmental Engineering Standards 2010 Edition to the approval of the Councils' Post Approval Officer or their delegated representative. Or if the consent holder has confirmed that telecommunication connections are not proposed as per condition 1(b) then the consent notice condition 2(s) (vi) is applicable.
- j The consent holder shall ensure that spoil from the site are not tracked out onto Council or State Highway Road formations to the satisfaction of the Development Engineer or delegated representative.
- k Dust nuisance must be controlled onsite (by use of a water cart or similar) by the applicant so as not to cause "offensive or objectionable" dust at or beyond the boundary of the development.
- I The consent holder must provide written confirmation from a Licensed Cadastral Surveyor that all services and accesses are located within the appropriate easement boundaries to the satisfaction of the Development Engineer or delegated representative.
- m The consent holder must reinstate Council's footpath, kerb and channel, road carriageway formation, street berm and urban services where damage has been caused by the demolition and/or construction works associated with the subdivision or land use consent. The assets shall be reinstated in accordance with Council's Environmental Engineering Standards 2010 Edition at the expense of the consent holder and to the satisfaction of the Development Engineer or delegated representative.
- n ROAD 1: The consent holder must supply and erect the Public street/road/access name for Road in accordance with Sheet 24 of Council's Environmental Engineering Standards 2010 Edition, inclusive of the approved street/ road/access name. The sign shall be in a position where it is most visible for road users to the satisfaction of the Development Engineer or delegated representative.
- ROAD 2: The consent holder must supply and erect the Public street/road/access name for Road in accordance with Sheet 24 of Council's Environmental Engineering Standards 2010 Edition, inclusive of the approved street/ road/access name. The sign shall be in a position where it is most visible for road users to the satisfaction of the Development Engineer or delegated representative.
- p ROAD 3:The consent holder must supply and erect the Public street/road/access name for Road in accordance with Sheet 24 of Council's Environmental Engineering Standards 2010 Edition, inclusive of the approved street/ road/access name. The sign shall be in a position where it is most visible for road users to the satisfaction of the Development Engineer or delegated representative.
- q ROW (Lot 302) The consent holder must supply and erect the Private street/road/access name for RIGHT OF WAY in accordance with Sheet 25 of Council's Environmental Engineering Standards 2010 Edition, inclusive of the approved street/ road/access name. The sign shall be in a position where it is most visible for road users to the satisfaction of the Development Engineer or delegated representative.



- r The consent holder must submit for approval a completed 'statement of professional opinion as to suitability of land for building development' (form EES-P01) including a detailed site plan of any areas of or ground stabilisation, cut or fill, from a Chartered Professional Engineer. Any site restrictions shall be included and confirmation that the land is suitable for building development, to the satisfaction of the Development Engineer or delegated representative. This Form EES PO1 (and associated reports, plans and similar) will be registered against the relevant titles via a consent notice.'
- s Any retaining structures subject to a Building Consent will require a Code of Compliance certificate prior to 224C being released.
- t Pursuant to Section 221 of the Resource Management Act 1991, a consent notice must be prepared and be registered on the Computer Freehold Register of Lot(s) 1-73 at the consent holder's expense, containing the following conditions which are to be complied with on a continuing basis by the subdividing owner and subsequent owners:
 - Any development shall comply with the restrictions and recommendations identified in the LDE Land Development Engineering LTD engineering report reference 18733 dated 24/08/2021 and earthworks completion report PO1 provided on completion of this development provided under condition 2(r) unless an alternative engineering report prepared by a suitably experienced Chartered Professional Engineer is approved in writing by Council.
 - ii The location and foundations of any building shall be certified by a suitably experienced Chartered Professional Engineer prior to issue of any building consent, noting the location of instability and flood susceptible areas on Council's Geographic Information Systems maps.
 - iii At the time of building consent provide suitable evidence/design to illustrate that, stormwater attenuation will be provided for all impervious surfaces exceeding 65% to ensure compliance with Chapter 4 of Council's Environmental Engineering Standards 2010, to the satisfaction of the Building Officer.
 - iv At the time of building consent the owner shall apply for a vehicle crossing permit where it has not been constructed as part of the subdivision. The vehicle crossing shall comply with Council's current Environmental Engineering Standards. The works shall be completed to the satisfaction of Councils' Roading Corridor Coordinator or delegated representative prior to the Code Compliance Certificate being issued by Council for the first new building consent granted for the Lots 1-5, 7-11, 15, 18-19, 20-26, 29, 35, 38-41, 44-46, 50-51, 53, 55-59, and 73.
 - v (Refer to conditions 1(b) & 2(i) to determine if this condition is applicable) No conventional telecommunication connection has been provided to Lot 1-73 as part of the subdivision works as it is intended that wireless or satellite technology will be utilised if/when a telecommunication connection is required. Whangarei District Council will not be responsible for ensuring nor providing telecommunication connections to the proposed lots, upon future development of the site, or at the time of further subdivision.

Pursuant to s128 of the RMA, the consent authority may at six monthly intervals from the date of the grant of consent serve notice on the consent holder of its intention to review the conditions of this consent to deal with an effect on the environment which arises after the date of the grant of the consent where such effect is contrary to, or is otherwise not in accord with, the engineering/geotechnical assessments provided with the application for the consent.

Advisory Clauses

- 1 The Consent Holder shall pay all charges set by Council under Section 36 of the Resource Management Act 1991, including any administration, monitoring, inspection and supervision charges relating to the conditions of this resource consent. The applicant will be advised of the charges as they fall.
- 2 Any works carried out within Council's road reserve will require an approved Corridor Access Request.



- 3 A Corridor Access Request (CAR) is defined in the new "National Code of Practice (CoP) for Utilities access to the Transport Corridors". This CoP has been adopted by Council. It provides a single application for Traffic Management Plans/Road Opening Notice applications. Enquiries as to its use may be directed to Council's Road Corridor Co-ordinator, ph 430 4230 ext. 8231.
- 4 The WDC QA/QC Manual document can be located at the following link: http://www.wdc.govt.nz/BuildingandProperty/GuidelinesandStandards/Pages/default.aspx
- 5 Permits are required for drilling any bores in Northland. Therefore, resource consent will need to be gained from the Northland Regional Council if water is obtained in this way. If a bore is to be constructed, all areas used for sewage effluent disposal and reserve effluent disposal areas must be at least 20 metres away from any groundwater bore.
- 6 Building Consents may be required for retaining structures.
- 7 The consent holder should recognise that the proposed development is located on an "at risk" aquifer and to ensure that the development does not result in contamination of the surrounding aquifer or a reduction in groundwater recharge. Mitigation measures may include the return of the collected or diverted treated stormwater to aquifer recharge, the use of low impact stormwater design, and the use of pervious surfaces for roading and drainage.
- 8 The discharge across boundaries, particularly with regard to the concentration of flows, shall be managed at all times, to avoid the likelihood of damage or nuisance to other properties in accordance with the Council Stormwater Bylaw.
- 9 Council policy prohibits the building of any structure over an existing water/sewer/stormwater (Specify) reticulation main.
- 10 All earthworks are required to comply with the Northland Regional Council Regional Water and Soil Plan for Northland noting Erosion & sediment control and dust suppression requirements.
- 11 All works to be carried out pursuant to Condition 1a above shall be undertaken on public land unless written right of entry is obtained from the owners of all private land upon which work is to be carried out. Where any necessary written right of entry has not been obtained, any such infrastructure work shall be re-routed to achieve compliance with this condition.
- 12 The applicant is advised that a further site inspection of completed works will be required if a period greater than 3 months has passed since the last Council inspection prior to Council issuing the 224(c) certificate.
- 13 Erosion and Sedimentation Control shall be designed and carried out in accordance with GD05 "Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region"