

**From:** [Vincent](#)  
**To:** [Abi Mark](#)  
**Cc:** [Tony Clow](#); [Richard](#); [Natalie Rutland](#); [Vanessa Hamm](#)  
**Subject:** RE: PC95 - Questions and 42A topics  
**Date:** Monday, 13 May 2024 12:37:40 pm  
**Attachments:** [image002.jpg](#)  
[image003.gif](#)  
[s.42A Points, Urban, Urban Env Letter May 24.pdf](#)  
[Structure Plan - Pongakawa - 09.05.2024.pdf](#)  
[Appendix B Chapter 12 Amends Post-Notification.docx](#)

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Good afternoon Abi,

Please find attached the answers to your questions in the letter and appended documents attached.

We would request consideration and advice back to us on the questions the Arawa Road Pongakawa settlement being 'urban' and part of an 'urban environment' as presented in the letter, as part of finalising and certainly prior to issuing a s.42A recommendation report. If there is no change in position from WBOPDC, we certainly wish to be advised before the report is issued.

I look forward to hearing from you.

Kind regards

**Vincent Murphy**

**Senior Planner** MNZPI, MRMLA  
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**From:** Abi Mark <Abi.Mark@westernbay.govt.nz>  
**Sent:** Thursday, May 2, 2024 2:37 PM  
**To:** Vincent <vincent@mpad.co.nz>  
**Cc:** Tony Clow <Tony.Clow@westernbay.govt.nz>; Richard Coles <richard@mpad.co.nz>  
**Subject:** PC95 - Questions and 42A topics

Hi Vincent,

I have been working through my 42A report I have some questions/clarifications to ask. This list is not comprehensive as I am still working through several topics, and this is what has come up so far:

- Where/when did we direct smaller lots?
  - In the submission response letter, you have outlined that early in the Plan Change process WBOPDC directed the applicants to propose the smaller lot sizes. I don't seem to have any specific evidence of this direction. Do you have an email where this was

done?

- Structure plan minor errors.
  - As discussed in the meeting on Tuesday there are a couple of errors in the structure plan that I have noted so far where the lettering in the key doesn't align with the proposed plan/rules.
  - Proposed section 12 rules say commercial zone established in stage 1. This is not well reflected on the staging map.
- Riparian set back
  - Can you please confirm which distance you are proposing to use. I understand the area south of the bridge will be 4m however there have been a number of discrepancies in your other communications. In the submission response letter, you have said that the riparian set back is 8m, in the response to BOPRC you have stated 6m and in the structure plan (as discussed) the area north of the bridge has been labelled as having 4m. Please clarify.
- Landscaping
  - Do the proposed provisions for Section 12 stage 3 have two landscaping rules now? Can you clarify this, as "landscape" has been added to the reserves part, but it also has its own heading. Was there a reason for this?
- Transport
  - Have you had a response from Waka Kotahi regarding your 19 April email - safety systems audit, exacerbated flood risk matter, speed reduction, 10year intersection capacity?
  - The intersection plan does not indicate how far up Arawa Road the 8.5m road width goes to or show the location of the associated parking, carriageway and footpaths?
- Reverse sensitivity
  - During the meeting Tony asked about reverse sensitivity measures for the surrounding farms and orchards that are not the applicants.
  - Can you please explain how this will be addressed with and if it is to be a "no complaints" covenant how that would look in terms of proposed rules? – note that: Richard mentioned shelterbelts, distance to Plan Change site and finding out how many additional people would need to be informed during spraying?
- Construction effects
  - You mention in the Section 32 report that you would be able to manage effects through conditions on subdivision and earthworks consents, and through best practice. Do you have any examples of relevant best practice measures / documents that you had in mind that are commonly used to deal with the effects raised by submitters (dust, noise, vibration and earthworks).

As discussed, it would be great to be able to do a site visit, can you please confirm this would be possible on Monday 6 May in the morning or at some point next week?

For your reference below is a list of the topics we are working to in the 42A report.

## Topics

1. Whole of Plan Change
2. Settlement Pattern
3. Highly Productive Land
4. Natural Hazards
5. Traffic
6. Water
7. Wastewater
8. Stormwater
9. Recreation
10. Ecological
11. Rural Amenity
12. Reverse Sensitivity
13. Construction Effects
14. Consultation
15. Rates

Kind regards,

**Abi Mark**

**Senior Environmental Planner**

**Kaimahere Matua – Taiao**



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13<sup>th</sup> May 2024

Abi Mark  
Senior Environmental Planner, WBOPDC  
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Tauranga 3112

Via email: [abi.mark@westernbay.govt.nz](mailto:abi.mark@westernbay.govt.nz)

## **Plan Change 95 – Questions and s.42A Topics NPS-UD 2020 Considerations**

Dear Abi,

Further to your email dated 2<sup>nd</sup> May 2024 with further questions to assist with the completion of your s.42A report preparation. We answer these questions below in the same order as presented your email. We then further address strategic considerations under the NPS-UD 2020.

### **S.42A Report Questions**

We answer the questions as follows:

1. **Smaller lots.** Through pre-application engagement with senior planning and executive staff at WBOPDC, specifically a meeting 11<sup>th</sup> July 2022 (with CEO John Holyaoke, Group Manager – Policy, Planning and Regulatory Services Rachel Davie, and Manager – Resource Management Phillip Martelli), the need for smaller lots to ensure genuine affordability for future locals was pressed by WBOPDC staff. Hence from that point on, the concept for the plan change diversified to include ‘higher density’ and ‘lower density’ areas with different minimum lot sizes, to enhance future affordability of lots/dwellings to be delivered and positively respond to the direction from WBOPDC in this regard.
2. **Structure plan minor errors.** Please see attached revised drawing set which we believe corrects the labelling inconsistencies we have previously discussed. This includes an amended staging plan showing the commercial area to be delivered at Stage 1 consistent with the proposed rules / staging pre-requisites within Chapter 12.
3. **Riparian setback.** To address any previous ambiguity: south of the existing farm bridge over the Puanene Stream, a Landscape Buffer strip over private land is proposed, spaced at 4m wide to accommodate future planting in accordance with the structure plan. North of the existing farm bridge, a 6m wide reserve strip, contiguous with the stormwater and ‘village green’ reserve, is proposed alongside the Puanene Stream. Any reference to 8m is out of date.
4. **Landscaping.** The additional ‘landscaping’ rule below ‘landscaping and reserves’ within the Stage 3 pre-requisites is an error and has been deleted, please see attached. The ‘Landscape, Reserves’ heading of proposed rules is now consistently used across all three stage pre-requisites.



5. **Transport.** Waka Kotahi have issued further advice which demonstrates, to our understanding, that subject to further approvals being approved through the detailed-design stage, there are no concerns with safety at this plan-change stage.
6. **Reverse sensitivity.** We have consulted with horticultural operators in the WBOPDC (Southern Orchards) who have advised that subject to the inclusion of a shelterbelt along the Arawa Road frontage at the northern end of the plan change site, no further notification of properties would be required when following standard spray consultation practice. As such, a shelterbelt requirement has been added to the proposed Structure Plan and pre-requisites for Stage 3 where it is located.
7. **Construction effects.** Common best practice measures to address noise, dust and vibration, general earthworks effects as raised by submitters are as follows:
  - a. Erosion and Sediment Control Plan preparation;
  - b. Dust Management Plan preparation;
  - c. Construction Noise and Vibration Management Plans

The above being devised specifically to sites proposed to be developed, and relationships to nearby receivers. Mitigation is typically achieved through a wide range of measures such as:

- Water storage requirements for dust-suppression on-site;
- Scheduling of activities during low-wind, low rain time windows;
- Limiting exposed earthwork areas at any one time;
- Cleanwater diversions away from exposed areas;
- Earthwork areas draining to sediment retention ponds/decanting earth bunds filtering sediment collected from earthworks-area runoff.
- Silt filtration/removal devices surrounding the work sites as safeguards.
- Screening to boundaries;
- At-source screening of high-noise or high-vibration activities.
- Notification to residents of high-noise or high-vibration activities to be aware of.

It is far too early in the process to specify accurate mitigation measures, which would not be completed until earthworks and utility plans were finalised, and a construction contractor appointed from which construction methodologies and incorporated mitigation measures can be devised. However, there is nothing to suggest appropriate mitigation in accordance with industry best practice cannot be achieved at this site.

### **NPS-UD 2020 Considerations - Urban**

We understand from recent communications from WBOPDC there is some concern that Arawa Road is not 'urban' and that the land proposed to be developed is not an 'urban environment' within the ambit of the NPS-UD 2020.

We respond to this as follows:

1. The Arawa Road residential settlement comprises dwellings on sections ranging from approximately 800m<sup>2</sup> to 1000m<sup>2</sup> in size, comparable to dwellings and sections in residential areas of Te Puke and numerous suburbs of nearby Tauranga city.
2. The settlement is zoned Residential reflecting that character, and presents as such.
3. Clustering of residential dwellings is a typical determinant of urban environments.
4. 'Urban' is not defined under the NPS-UD 2020, nor the WBOPDC District Plan. We have therefore considered other local and national statutory plans and policy for guidance.
5. WBOPDC have previously created 'urban maps' in 2020, mapping urban areas. These maps classified the likes of clustered residential-only settlements at Tuapiro, Ongare Point, and Te Kauri as 'urban'. Tuapiro and Ongare Point, with 60 lots or less, have less lots than the existing Arawa Road residential settlement (73 lots zoned Residential east of Arawa Road). Ongare Point is slightly larger with 91 lots. None of the above settlements have any mix of typically urban amenities i.e. shops, churches and the like, yet are considered 'urban'. These amenities are rather found in Katikati some 11km away. We see no credible difference for the Arawa Road Pongakawa existing settlement to be treated any differently, as it exists let alone as proposed to be modified with clearly urban amenities added at a small, local scale.
6. The operative BOP RPS defines 'urban activities' to include *residential accommodation at a density of more than one dwelling per 2000m<sup>2</sup> of site area*. This is amongst other factors which are not required to be collectively present to meet the definition of 'urban activity' (i.e. commercial, papakainga/marae-based housing land uses). The density of the existing Arawa Road settlement proposed to be consolidated by the plan change is far higher than this.
7. The Bay of Plenty Council Regional Natural Resources Plan defines 'urban area or settlement' as *an area which contains an aggregation of more than 50 lots or sites of an average size of no more than 1000m<sup>2</sup>*. This definition is met by the existing Arawa Road settlement.
8. We note another national policy statement, the NPS-HPL defines 'urban', as a description of zoning, to include 'settlement' zones and any density of 'residential' zones. As per above the Arawa Road settlement is zoned Residential.
9. 'Urban environment' is defined in the NPS-UD as *'any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:*
  - a. *Is, or is intended to be, predominantly urban in character; and*
  - b. *Is, or is intended to be, part of a housing and labour market of at least 10,000 people.*

The matter of 'urban environment' is dealt with separately below, however relevant to the consideration of 'urban', it is noted that the definition entertains any area of land regardless of size, intended to be predominantly urban in character. The existing urban character of the settlement would be consolidated (with expansion) and improved in terms of constituent parts. This by way of:

- Delivering commercial land for a local shop and community space;
- Delivering dedicated recreational amenities; and

- Adding a reticulated wastewater network to the area, complementing Council water supply networks, and delivering comprehensive stormwater and floodwater management infrastructure to the area.

For the reasons traversed above, we therefore are of the view that there are clear grounds, reinforced by the above research and analysis, for Council to consider the Arawa Road settlement as urban, on its own at present and particularly as enhanced in terms of amenities and infrastructure as proposed by Plan Change 95.

### **NPS-UD – Urban Environment**

We believe that there is credible reason to find the land proposed to be zoned Residential / Commercial (as added to the existing Arawa Road urban area) to be within an ‘urban environment as follows:

The definition of urban environment under the NPS-UD requires an area of land (regardless of size) to be:

- a. *Is, or is intended to be, predominantly urban in character;*

Comment: Drawing on the above consideration of urban, the existing Arawa Road settlement alone, and as enhanced by the proposed plan change deliverables, is considered to be ‘predominantly urban’. And:

- b. *Is, or is intended to be, part of a housing and labour market of at least 10,000 people.*

Comment: The area of land has strong ties to the township of Te Puke, only 15km away as a housing base for employees in the surrounding rural areas and vice versa the servicing and employment centre for non-primary sector workers in the Pongakawa area. Te Puke is confirmed as an ‘urban environment’ via the recently approved Plan Change 92, due to its projected population (alone) of over 10,000 persons.

Between Te Puke and the Arawa Road Pongakawa settlement is the planned and under-development Rangioru Business Park, intended to accommodate up to 4,000 employees and Stage 1 titles due to issue in 2025. This development area has 168 hectares of zoned Industrial land.

The strength of the Arawa Road location and commutability of labour and services between the Te Puke township, the Rangioru Business Park, and Arawa Road renders a clear path for Council to find that the land subject to the plan change is part of a housing and labour market exceeding 10,000 persons and as such is part of an urban environment in that sense.

### **Conclusion**

Based on the above, it is our professional assessment that there are clear grounds for Council to find that the land subject to the plan change (consolidating, acknowledging expansion and

enhanced amenity at, the existing Arawa Road settlement) is urban and is part of an urban environment.

From that position, it remains our opinion that the proposal completely responds to expectations set by the NPS-UD to make provision for and respond to unanticipated / out of sequence development. Council in turn has a duty to consider the development capacity to be added (in an urban environment with insufficient housing capacity in the short, medium and long-term scenarios), responsively. Enabling the plan change appears to be the responsive action called for by the NPS-UD in this situation.

We look forward to hearing from you regarding this letter in advance of publishing the s.42A report on this plan change.

Yours sincerely,



**Richard Coles**  
**Planner/Director, MPAD MNZPI**

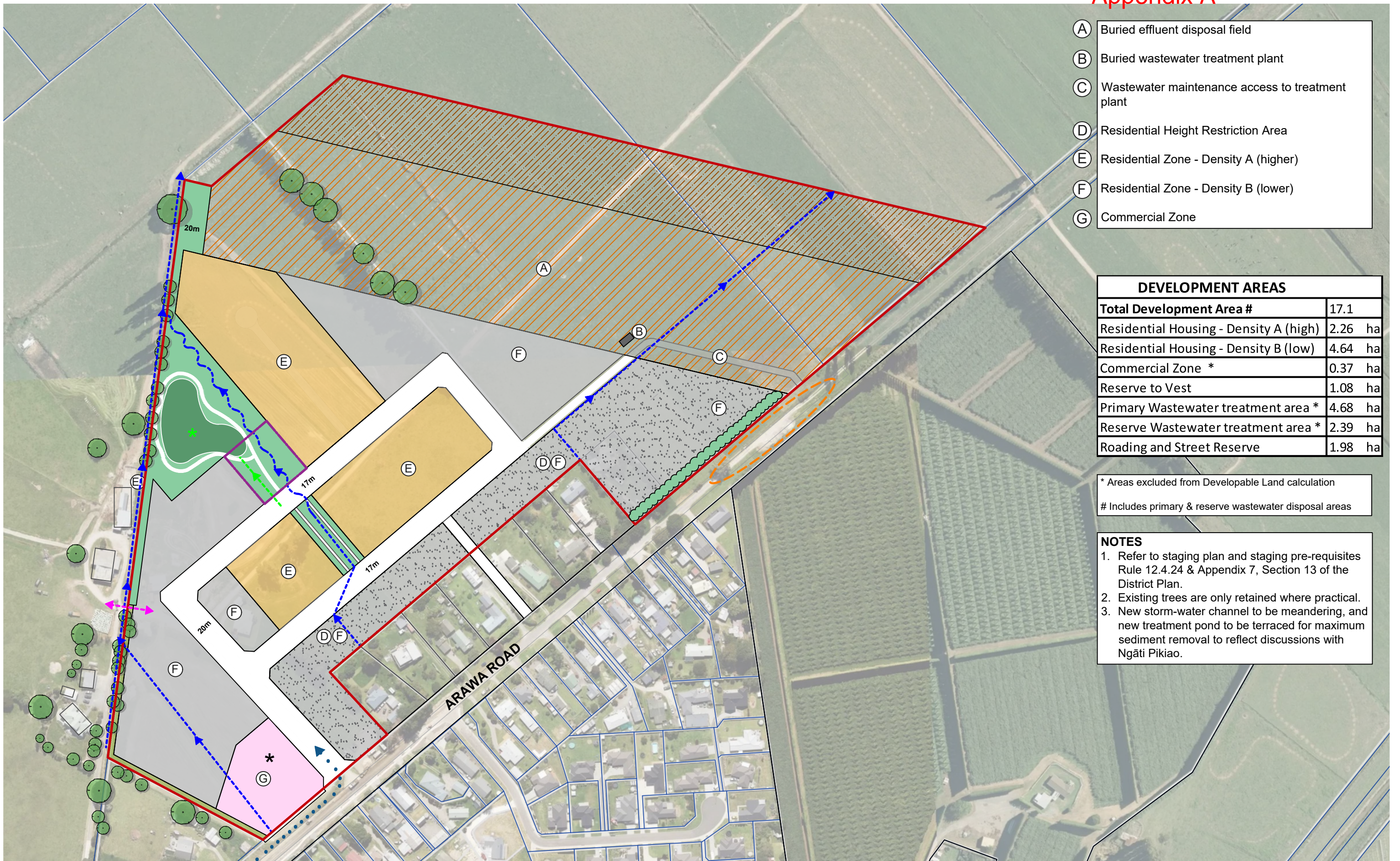
[richard@mpad.co.nz](mailto:richard@mpad.co.nz)



**Vincent Murphy**  
**Senior Planner, MPAD MNZPI,**  
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- (A) Buried effluent disposal field
- (B) Buried wastewater treatment plant
- (C) Wastewater maintenance access to treatment plant
- (D) Residential Height Restriction Area
- (E) Residential Zone - Density A (higher)
- (F) Residential Zone - Density B (lower)
- (G) Commercial Zone

DEVELOPMENT AREAS	
<b>Total Development Area #</b>	17.1
Residential Housing - Density A (high)	2.26 ha
Residential Housing - Density B (low)	4.64 ha
Commercial Zone *	0.37 ha
Reserve to Vest	1.08 ha
Primary Wastewater treatment area *	4.68 ha
Reserve Wastewater treatment area *	2.39 ha
Roading and Street Reserve	1.98 ha

\* Areas excluded from Developable Land calculation  
 # Includes primary & reserve wastewater disposal areas

- NOTES**
- Refer to staging plan and staging pre-requisites Rule 12.4.24 & Appendix 7, Section 13 of the District Plan.
  - Existing trees are only retained where practical.
  - New storm-water channel to be meandering, and new treatment pond to be terraced for maximum sediment removal to reflect discussions with Ngāti Pikiao.

## Pencarrow Estate Pongakawa - General Layout & Infrastructure

### LEGEND

Higher-Density Housing

Lower-Density Housing

Residential Height Restriction Area

Shelterbelt Planting

Commercial

Development Site

Village Green

Maintained Property Access

Overland Flowpath

Stormwater

Water Supply

Proposed Playground Area

Stormwater Reserve / Infrastructure

Stormwater/Riparian Reserve - 6m

Landscape Buffer - 4m

Access & Utility Corridors

Planned Public Recreation Upgrades (path, pump trucks, playground by WBOPDC)

Primary Wastewater Disposal Area

Reserve WW Field

Existing Trees

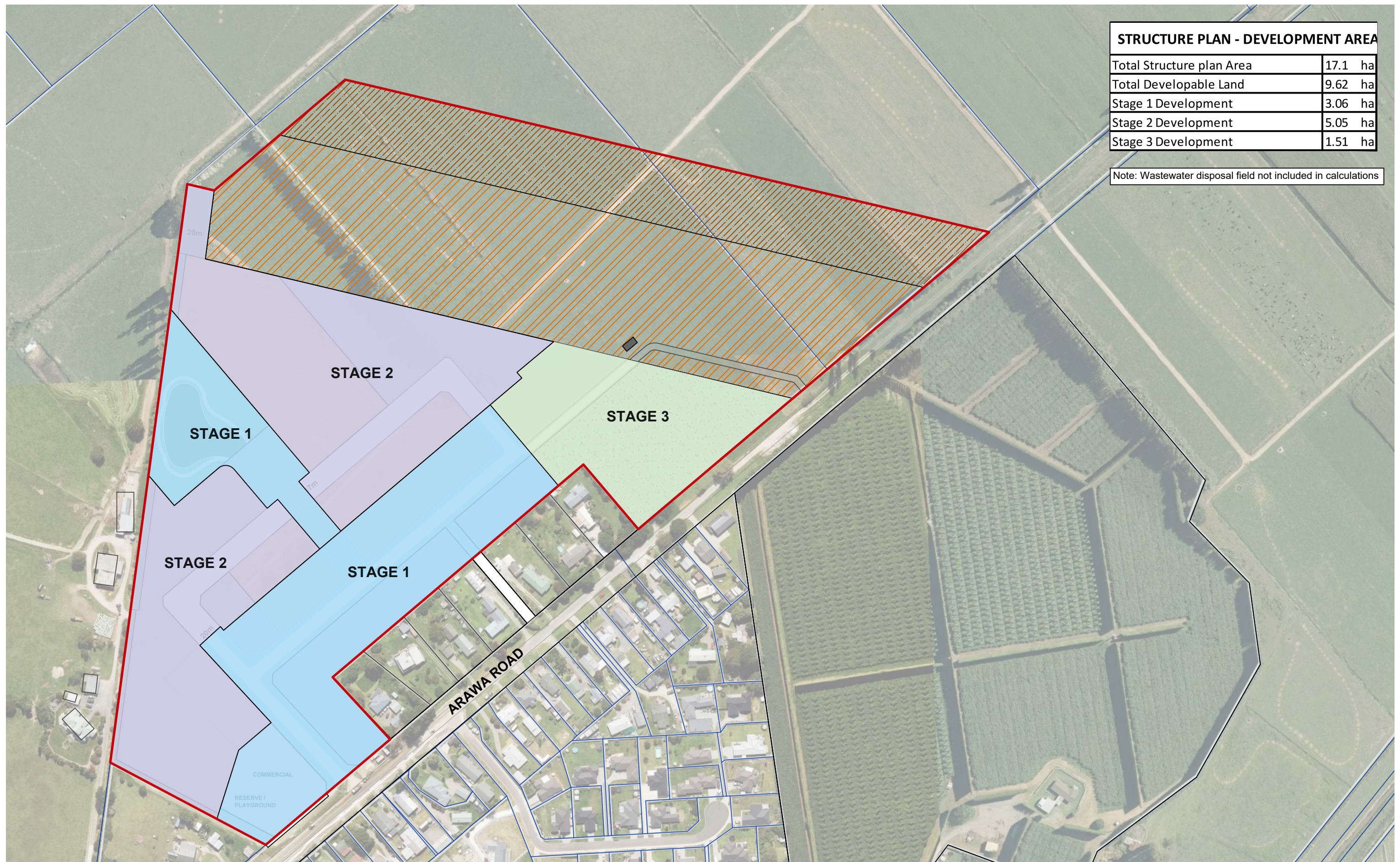




**STRUCTURE PLAN - DEVELOPMENT AREA**

Total Structure plan Area	17.1 ha
Total Developable Land	9.62 ha
Stage 1 Development	3.06 ha
Stage 2 Development	5.05 ha
Stage 3 Development	1.51 ha

Note: Wastewater disposal field not included in calculations



**Pencarrow Estate Pongakawa - Staging Plans**

**LEGEND**

- STAGE 1 Development Area
- STAGE 2 Development Area
- STAGE 3 Development Area

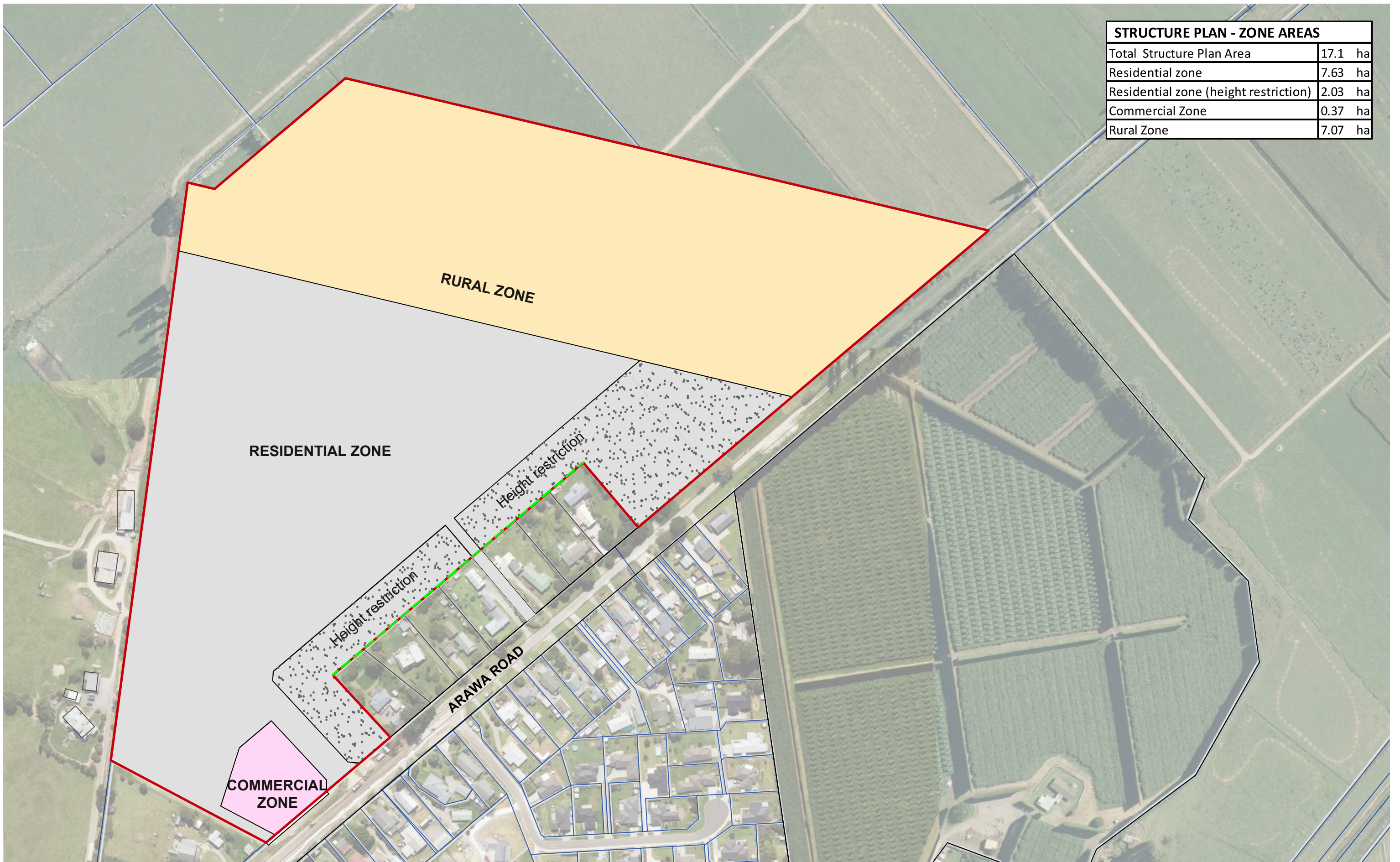


Date: 09.05.2024  
 Drawing : 002  
 Reference: Pencarrow Estate Pongakawa  
 Scale: 1:2500 at A3  
 Drawn: PT  
 Reviewed: VM





STRUCTURE PLAN - ZONE AREAS	
Total Structure Plan Area	17.1 ha
Residential zone	7.63 ha
Residential zone (height restriction)	2.03 ha
Commercial Zone	0.37 ha
Rural Zone	7.07 ha



### Pencarrow Estate Pongakawa - Zoning

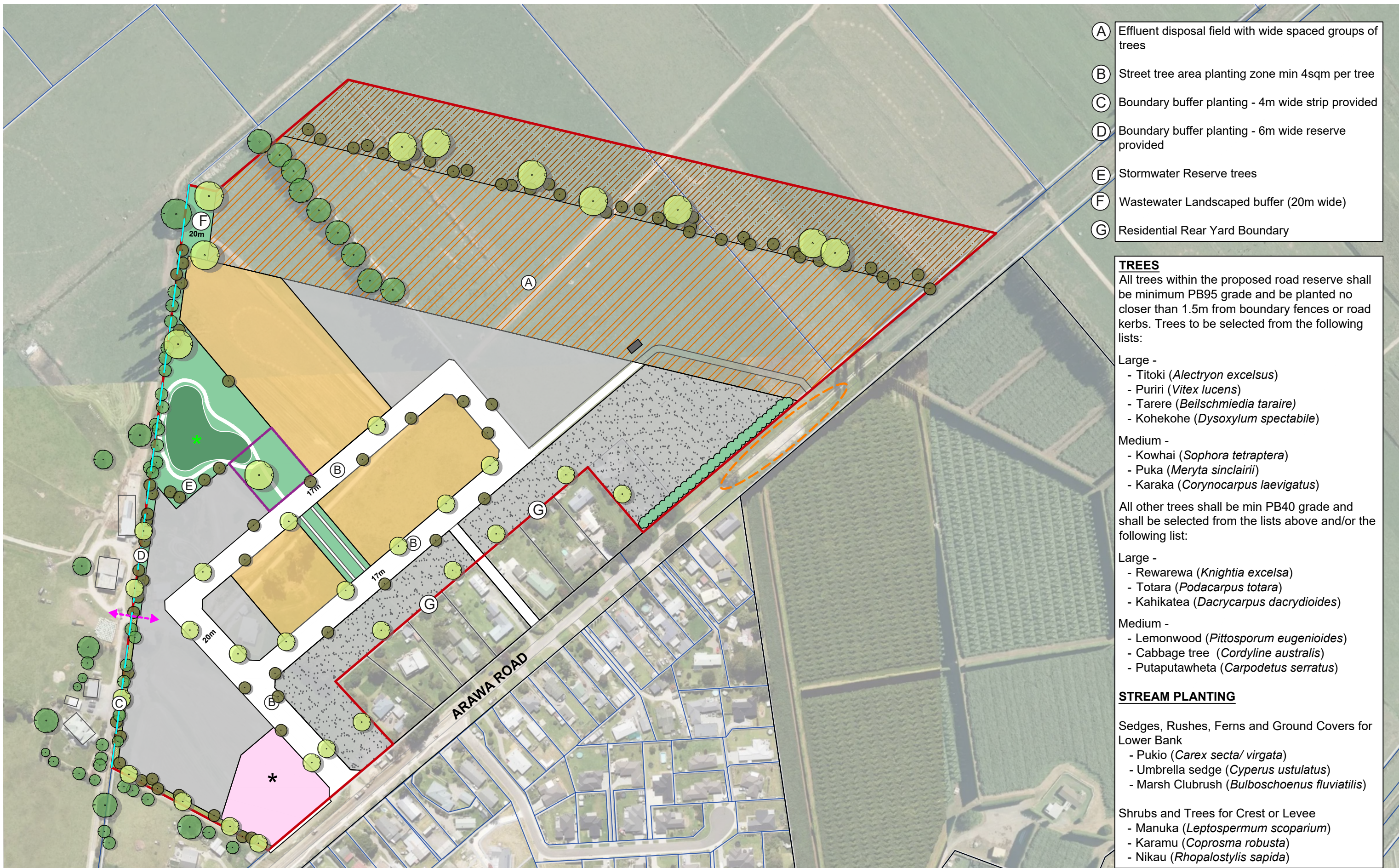
#### LEGEND

- Rural Zone
- Residential Zone
- Residential Height Restriction Area
- Commercial Zone
- Reserve to Vest
- Residential Rear Yard Boundary
- Structure Plan Area



Date: 09.05.2024  
Drawing : 003  
Reference: Pencarrow Estate Pongakawa  
Scale: 1:2500 at A3  
Drawn: PT  
Reviewed: VM





- (A) Effluent disposal field with wide spaced groups of trees
- (B) Street tree area planting zone min 4sqm per tree
- (C) Boundary buffer planting - 4m wide strip provided
- (D) Boundary buffer planting - 6m wide reserve provided
- (E) Stormwater Reserve trees
- (F) Wastewater Landscaped buffer (20m wide)
- (G) Residential Rear Yard Boundary

**TREES**  
 All trees within the proposed road reserve shall be minimum PB95 grade and be planted no closer than 1.5m from boundary fences or road kerbs. Trees to be selected from the following lists:

- Large -
- Titoki (*Alectryon excelsus*)
  - Puriri (*Vitex lucens*)
  - Tarere (*Beilschmiedia taraire*)
  - Kohekohe (*Dysoxylum spectabile*)
- Medium -
- Kowhai (*Sophora tetraptera*)
  - Puka (*Meryta sinclairii*)
  - Karaka (*Corynocarpus laevigatus*)

All other trees shall be min PB40 grade and shall be selected from the lists above and/or the following list:

- Large -
- Rewarewa (*Knightia excelsa*)
  - Totara (*Podocarpus totara*)
  - Kahikatea (*Dacrydium dacrydioides*)
- Medium -
- Lemonwood (*Pittosporum eugenioides*)
  - Cabbage tree (*Cordyline australis*)
  - Putaputawheta (*Carpodetus serratus*)

- STREAM PLANTING**
- Sedges, Rushes, Ferns and Ground Covers for Lower Bank
- Pukio (*Carex secta/ virgata*)
  - Umbrella sedge (*Cyperus ustulatus*)
  - Marsh Clubrush (*Bulboschoenus fluviatilis*)

- Shrubs and Trees for Crest or Levee
- Manuka (*Leptospermum scoparium*)
  - Karamu (*Coprosma robusta*)
  - Nikau (*Rhopalostylis sapida*)

**Pencarrow Estate Pongakawa - Landscaping Plan**

**LEGEND**

- |                                     |                       |                                    |                                     |  |
|-------------------------------------|-----------------------|------------------------------------|-------------------------------------|--|
| Higher-Density Housing              | Shelterbelt Planting  | Riparian Planting to Stream Bank   | Maintained Property Access          | Access & Utility Corridors   |
| Lower-Density Housing               | Commercial            | Existing Trees                     | Proposed Playground Area            | Planned Public Recreation Upgrades (path, pump trucks, playground by WBOPDC) |
| Residential Height Restriction Area | Development Site      | Proposed Large Trees               | Stormwater Reserve / Infrastructure | Primary Wastewater Disposal Area   |
| Village Green                       | Proposed Medium Trees | Stormwater / Riparian Reserve - 6m | Landscape Buffer - 4m               | Reserve WW Field   |

**MOMENTUM**  
 PLANNING AND DESIGN

Date: 09.05.2024  
 Drawing : 004  
 Reference: Pencarrow Estate Pongakawa  
 Scale: 1:2500 at A3  
 Drawn: PT  
 Reviewed: VM



## Chapter 12 – Proposed Amendments

The below are proposed as new rules to be added to Chapter 12, below the most recent Structure Plan introduced to the District Plan (Rule 12.4.23 – Washer Road Business Park Structure Plan). This would therefore be a new section, Rule 12.4.24 – Pencarrow Estate Pongakawa Structure Plan.

### 12.4.24 Pencarrow Estate Pongakawa Structure Plan

#### 12.4.24.1 General

- a. Any subdivision or development (including delivery of stage pre-requisites) of land zoned Residential or Commercial within the Pencarrow Estate Pongakawa Structure Plan shall be undertaken in general accordance with that structure plan as set out in Appendix 7 and in the Pencarrow Estate Pongakawa Structure Plan Stage Prerequisites below.
- b. All roofs of buildings constructed in the Pencarrow Estate Pongakawa Structure Plan Area within lots adjoining a Rural Zoned site, or above one storey in height, shall be of a finish with a reflectivity (Light Reflectance Value) of no greater than 37%, measured and determined in accordance with AS/NZ Standard 1580.

#### 12.4.24.2 Staging Details

- a. Subdivision or development of land within the Pencarrow Estate Pongakawa Structure Plan shall occur sequentially in that Stage 1 shall be completed prior to, or at the same time, as Stages 2 and 3.
- b. Subdivision to create separate lots that reflect the boundaries of the Pencarrow Estate Pongakawa Structure Plan area (in its entirety or of individual stages), including prior to the delivery of any stage pre-requisites, is a Controlled Activity.:

Council shall exercise control over the following:

- i) The new lot(s) to be established shall be generally consistent with the boundaries of the structure plan area or individual stages
- ii) Provision of legal and physical access to all proposed lots.

### 12.4.24.3 Pencarrow Estate Pongakawa Structure Plan – Stage Prerequisites

#### Stage

#### **Prerequisites to subdivision 224 certificate being granted or to land use or building consent activity being established**

The pre-requisites below in part correspond to details on Pencarrow Estate Pongakawa Structure Plan drawings, see Appendix 7, Section 13 of the District Plan.

#### Stage 1

#### **Roading and Access**

- Intersection of Arawa Road and State Highway 2, and Arawa Road carriageway to the vehicle entrance to the plan change site, to be upgraded generally in accordance with the concept 'Pencarrow Estate – Arawa Road/SH2 Intersection Upgrade', refer to preliminary design at Appendix 7, Section 13.5 of the District Plan.
- Footpaths and roads formed within Stage 1, in accordance with the Council's Development Code (or successor document) and as approved by Council.
- Footpath to frontage of Commercial Zone to be provided.
- Access to, and bus stop established within the Commercial Zone meeting design requirements of Council's Development Code (or successor document).

#### **Stormwater, Wastewater and Water Infrastructure**

- Stormwater wetland installed in identified reserve location, formed and planted.
- Stormwater conveyance infrastructure within Stage 1 installed.
- Construction of overland flowpaths within Stage 1, formed and planted.
- Preparation of wastewater disposal field and supporting infrastructure of adequate size to service the number of lots within Stage 1.
- Water mains and reservoirs (if necessary) of sufficient pressure and capacity to service all lots within Stage 1 inclusive of firefighting requirements.

Deviation from these requirements shall be in accordance with an engineering design report prepared by a suitably-qualified chartered civil engineer, and as approved by Council.

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Deleted: to be upgraded in accordance with the recommendations of the Transportation Assessment Report prepared by Harrison Transportation (reference 496 TA, Rev 3 dated August 2023), or subsequent design prepared by a suitably qualified transportation professional, as approved by Waka Kotahi NZ Transport Agency and Council.

Carriageway of Arawa Road widened or amended in terms of width to have a 6.5m wide carriageway following exit from the SH2/Arawa Road intersection into Arawa Road, in accordance with the Transportation Assessment Report prepared by Harrison Transportation (reference 496 TA, Rev 3 dated August 2023), or subsequent design prepared by a suitably qualified transportation professional, as approved by Council.

Deleted: pedestrian access strip between Arawa Road,

Deleted: adjacent to road carriageways and following 'Pedestrian Connection' routes within

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Deleted: Overland Flow Path 2

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### Landscaping Reserves

Landscaping mitigation measures within and at the boundary of Stage 1, including in Reserve to Vest, established in general accordance with the structure plan landscaping plan.

**Deleted:** inclusive of proposed trees. Tree planting to adhere to minimum applicable requirements specified within Pencarrow Estate Structure Plan Drawing No. 004 – Tree Planting.

### Reverse sensitivity

Prior to Stage 1 being completed, all effluent pond and storage infrastructure within the Pencarrow Estate Pongakawa Structure Plan area shall be relocated so as to be west of the north-western boundary of the structure plan area, and north of the existing milking shed and stock pad.

**Deleted:**

### Commercial Land

The commercially-zoned land shall be established and available for future commercial and community service activities.

## Stage 2

### Roading and Access

- New roads and footpaths within Stage 2 constructed, in accordance with the Council's Development Code (or successor document) and as approved by Council.
- Footpath connection between Arawa Road to internal roads through to 'Village Green' established.

**Deleted:** Stage 2 Road and Stage 1 Road to complete the

**Deleted:** connection to the stormwater pond reserve detailed in the structure plan

### Stormwater, Wastewater and Water Infrastructure

- Stormwater conveyance infrastructure within Stage 2 installed.
- Construction of overland flowpaths within Stage 2, formed and planted.
- Preparation of wastewater disposal field and infrastructure of adequate size to service the number of lots within Stage 2.
- Water mains and reservoirs (if necessary) of sufficient pressure and capacity to service all lots within Stage 2 inclusive of firefighting requirements.

**Deleted:** Footpaths following 'Pedestrian Connection' structure plan requirements within Stage 2.

**Deleted:** Following proposed design recommendations within the Engineering Servicing Report prepared by Lysaght Consultants (reference 225216 Rev 2 dated 1/9/2022).

Deviation from these requirements shall be in accordance with an engineering design report prepared by a suitably-qualified chartered civil engineer, and as approved by Council.

**Deleted:** Roadside swales to all roads within Stage 2, planted to follow recommendations at section 11.3 of Wildlands Consultants' report no. 6334. Assessment of Ecological Effects for the Proposed Pencarrow Structure Plan Area at Pongakawa.

### Landscaping Reserves

### Stage 3

- Formation of reserve around stormwater treatment wetland and adjacent overland flowpath, including 'Village Green' seating area.
- Landscaping mitigation, including planting in Reserve to Vest, within Stage 2 boundaries established in general accordance with the structure plan landscaping plan.

#### Reverse sensitivity

Dairy cow milking shall cease to occur at the existing milking shed.

#### Roading and Access

- New roads or private ways within Stage 3 constructed, in accordance with the Council's Development Code (or successor document) and as approved by Council.

#### Stormwater, Wastewater and Water Infrastructure

- Construction of overland flowpath within Stage 3, formed and planted.
- Stormwater conveyance infrastructure within Stage 3 installed.
- Preparation of wastewater disposal field and infrastructure of adequate size to service the number of lots within Stage 3.
- Water mains and reservoirs (if necessary) of sufficient pressure and capacity to service all lots within Stage 3 inclusive of firefighting requirements.

#### Landscaping Reserves

- Formation of the private playground reserve within the Commercial Area as shown on the structure plan.
- Landscaping within Stage 3 boundaries established in general accordance with the structure plan landscaping plan.
- Shelterbelt planting to Arawa Road frontage of Stage 3 to be planted and established.

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#### Landscaping ¶

¶

Landscaping mitigation measures within and at the boundary of Stage 2 in general accordance with the structure plan. Tree planting to adhere to minimum applicable requirements specified within Pencarrow Estate Structure Plan Drawing No. 004 – Tree Planting. ¶

**Deleted:** <#>Footpaths following 'Pedestrian Connection' structure plan requirements within Stage 3. ¶

**Deleted:** Following proposed design recommendations within the Engineering Servicing Report prepared by Lysaght Consultants (reference 225216 Rev 2 dated 1/9/2022); ¶

**Deleted:** <#>Roadside swales to all roads within Stage 3, planted to follow recommendations at section 11.3 of Wildlands Consultants' report no. ...

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