Requested Further Information

16-Sep-2020

MARSDEN CITY PRIVATE PLAN CHANGE APPLICATION

Marsden Point / Ruakaka
Whangarei

ASSESSMENT OF ENVIRONMENTAL EFFECTS
AND SECTION 32 STATUTORY ANALYSIS

B&A
Urban & Environmental

PREPARED FOR:
Marsden City Limited Partnership

CONTENTS

APPENDICES

List of Abbreviations used in this Report	
Cultural Effects Assessment	CEA
(Proposed) National Policy Statement on Urban Development	NPS – Urban Development
Draft Whangarei District Growth Strategy	The draft Growth Strategy
Great Northern Land Company	GNLC
Integrated Transport Assessment	ITA
Iwi and Hapu Environmental Management Plans	IMP / HEMP
Marsden City Limited Partnership	MCLP
Marsden City Precinct	MCP
Marsden Primary Centre	MPC
Marsden Town Centre Zone	MCTZ
National Environmental Standards	NES
National Planning Standards	NP Standards
National Policy Statement: Urban Development	NPS:UD
National Policy Statement: Freshwater Management	NPS:FM
Noise and Vibration Chapter	NAV
Northland Regional Policy Statement	RPS
Open Space	OS
Operative Whangarei District Plan	WDP
Patuharakeke Te Iwi Trust Board	PTB
Proposed Regional Plan	PRP
Regionally Significant Infrastructure	RSI
Resource Management Act 1991	RMA
Rural Production Environment	RPE
Section 32 of the RMA	S32
Urban Form and Development Chapter	UFD
Whangarei District Council	WDC
Whangarei District Council Urban & Services Plan Changes	U&S plan changes
Whangarei District Growth Strategy, Sustainable Futures 30/50	The Growth Strategy

1.0 THE APPLICANT AND PROPERTY DETAILS

To:	Whangarei District Council Attention: Melissa McGrath
Applicant's Name:	Marsden City Limited Partnership
Address for Service:	Barker & Associates Ltd PO Box 37 Whangarei 0140 Attention: David Badham Email: davidb@barker.co.nz
Legal Description:	Various - Refer to Records of Title as **Appendix 1**
Plan Change Area:	127 hectares
District Plan Zoning:	Marsden Primary Centre
Brief Description of Proposal:	Private Plan Change request to rezone and amend provisions on 127 hectares of land at Marsden City to a mix of business, residential and open space zones with a related precinct to secure desired development outcomes.

B&A

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Date: 16 September 2020

2.0 EXECUTIVE SUMMARY

Marsden City Limited Partnership are applying for a Plan Change to the Whangarei District Plan to rezone and modify planning provisions on 127 hectares of land at Marsden City, which encompasses the area currently identified as the Marsden Primary Centre Environment. The purpose of the Plan Change is to deliver a viable and sustainable town centre in the Ruakaka / Marsden Point area and additional land for housing and commercial use, with a supporting network of open spaces and infrastructure. The key features of the Plan Change are:

- The deletion of the Marsden Primary Centre Chapter in the Operative Whangarei District Plan;
- A shift away from the industrial focus as contained within the Marsden Primary Centre Environment chapter towards a greater provision of residential land in Marsden City to support the development of a sustainable and viable town centre;
- Zones from the Urban and Services Plan Changes – Decisions Version are proposed as underlying zones;
- The creation of a Marsden City Precinct over top of the Marsden City land with core provisions that coordinate development with the delivery of transport infrastructure, guide the development of the street network to provide for walking and cycling and manage reverse sensitivity effects;
- The creation of a new special purpose Marsden Town Centre Zone to apply to the intended higher order town centre in the north western portion of Marsden City; and
- Consequential changes to the Noise and Vibration Chapter and Urban Form and Development Chapter.

Pre application meetings have been held with Council staff prior to the lodgement of the Plan Change. Consultation has also been undertaken with a number of stakeholders including mana whenua and other landowners within Marsden City. Feedback from Council and stakeholders have informed the development of the approach and provisions of the Plan Change.

This report details the comprehensive evaluation in accordance with section 32 of the Resource Management Act 1991 (**RMA**) that has been undertaken to confirm the appropriateness of the Plan Change. The proposed provisions have been detailed and compared against viable alternatives in terms of their costs, benefits and efficiency and effectiveness and risk in accordance with the relevant clauses of section 32.

Overall, it is considered that the proposed provisions represent the most efficient and effective means of achieving the sustainable management purpose of the RMA,

objectives of other higher order planning documents and the relevant objectives of the Whangarei District Plan.

3.0 INTRODUCTION

3.1 BACKGROUND

3.1.1 The Applicant

Marsden City Limited Partnership (**MCLP**) is a major landowner of land currently zoned as Marsden Primary Centre (**MPC**) within the operative Whangarei District Plan (**WDP**). MCLP have been successfully developing properties for the past 30+ years and have completed over 60 projects to date, predominantly in the industrial sector. More recent developments include stand-alone houses, terraced dwellings and apartments at Kensington Park in Orewa, and master planning of Market Cove, a 14ha site in Favona, Mangere expected to accommodate 1,400 terrace houses and apartments together with commercial activities and public open spaces.

MCLP envisages that the Plan Change will provide a viable and sustainable town centre in the Ruakaka / Marsden Point area which integrates with surrounding commercial, mixed use and residential uses. The Plan Change has the potential to create a comprehensive urban development that provides a vibrant and quality urban realm and encourages co-location of retail, commercial and residential land uses to reduce pressure on the transport system.

3.1.2 Marsden Primary Centre

The land subject to this application is defined on the Zoning Plan provided in support of the Plan Change, which encompasses the area identified as the Marsden Primary Centre Environment in the WDP. See **Figure 1** below.

Figure 1: Aerial photograph showing location of site within Marsden Point / Ruakaka peninsular (Source: Property Economics Economic Assessment).

This area has been subject to historic resource consent applications for subdivision which have resulted in the current cadastral layout. Subsequent to the granting of subdivision consents, the property owners in conjunction with the Council undertook an extensive structure planning exercise which resulted in the Marsden Point-Ruakaka Structure Plan 2008 being adopted by the Council in November 2009.

The MPC provisions arose from the Marsden Point-Ruakaka Structure Plan 2008. Completed just before the onset of the Global Financial Crisis, the Structure Plan optimistically envisaged a satellite city of 40,000 people across the peninsula encompassing Ruakaka, Marsden Point, and One Tree Point. The MPC was to some extent envisaged as the "CBD" of this new city.

Land use projections therein included for the MPC a recommended allowance of 32 gross hectares of retail and non-retail land. This was translated into provisions focused on the north western quadrant of the MPC. These provisions also identify a small area of residential development in support of the core centre.

3.1.3 The Pre-Application Process

The proposed Plan Change, including the proposed Marsden City Precinct and Town Centre provisions are the result of a pre-application process that began with Whangarei District Council (**WDC**) in September 2018. Two pre-application meetings were held with WDC staff. Minutes from both meetings are included as **Appendix 2.**

At the first pre-application meeting on 17 September 2018, the concept of the Plan Change was presented to Council. This included a discussion regarding the status quo of the MPC provisions and the development that it enabled. A then proposed structure plan was presented to the meeting attendees and feedback on that scheme was sought. Required technical inputs and assessments were confirmed, of which included a; traffic report, infrastructure report, noise report, economic assessment, and urban design input. Development pathways were discussed, primarily being the option of applying for a resource consent versus a private plan change. The resource consent option was quickly ruled out given the prohibited activity status for certain activities within the operative MPC provisions. It was agreed that a private plan change was the best approach to facilitate the development of Marsden City.

A second pre-application meeting was held on 14 October 2019. In between the two meetings, MCLP engaged consultants and completed drafts of the necessary technical assessments outlined at the first meeting. These technical reports, and in particular the economic assessment, lead to a number of significant changes being made to the proposal from that previously presented to Council:

- A general shift away from the industrial focus, as contained within the MPC chapter of the WDP;
- The removal of heavy industry land, being replaced by residential zoning alongside SH15A which transitions to higher density residential adjacent the proposed town centre;
- Reduction and consolidation of core commercial land;
- Removal of the two slip lanes originally proposed to provide direct access to the site from SH15A; and
- Following consultation with WDC's Infrastructure Team, the provision of Open Space (**OS**) areas was increased.

Since the second pre-application meeting, a number of discussions with WDC staff have occurred. These discussions, along with feedback previously received, has informed the final provisions and details of the private plan change application (**the Plan Change**) as lodged on 23 March 2020.

3.1.4 Clause 23 Request for Further Information

On 21 April 2020, WDC staff issued Part 1 of a further information request pursuant to Clause 23(1) of Schedule 1 of the RMA. This was followed by part 2 on 28 April 2020. This version of the Section 32 Evaluation has been updated based on the response to the matters raised in that request. For further details on the further information request and response, please refer to the "Response to Clause 23 Request for Information – Marsden City Plan Change – PC150" dated 16 September 2020.

4.0 SITE LOCATION AND DESCRIPTION

4.1 SITE DESCRIPTION

The site for the Plan Change comprises 127 hectares of land located at Marsden Point / Ruakaka, approximately 32km south of the Whangarei City Centre. See **Figure 2** below.

Figure 2: Aerial photograph of site (Source: Intramaps).

The site is abutted by a limited access road (Port Marsden Highway – State Highway 15A) and One Tree Point Road on its two main boundaries, and by a future railway line on the third. Access to the site is obtained via one of three existing access points from One Tree Point Road, being; Casey Road, Roosevelt Road, and Pokapu Road.

A skeleton roading network exists within the site. These roads were constructed to an industrial standard in the early 2010's, complete with wide carriageways (approximately 13m) and narrow footpaths (approximately 1.4m). This is consistent with the originally intended primary function of a vehicle-based, industrial and mixed-use development. Street lights and underground three-waters services were also constructed.

While most of the envisaged roading and subdivision pattern is in place, the majority of the site is undeveloped. Largely maintained in pasture, many undeveloped areas continue to provide for small-scale grazing activities.

Existing built development is largely confined to the southern portion of the site and includes; a retirement village (stage one completed, with consents for stage two currently planned), a panel beater, a 24-hour gym, and a timber yard. In addition, three show homes have been constructed on Casey Road further to the north.

Majority of the site comprises flat topography, although earlier developments have resulted in areas of excavated soil being dumped within the north-eastern areas of the site. The site is largely void of any substantial areas of vegetation, however isolated specimen trees and areas of scrub are located sporadically throughout northern and eastern areas. There are no above-ground waterways or artificial water courses within the site.

4.2 SURROUNDING LOCALITY

Located approximately 3km north of the intersection between SH15A and SH1, the site is situated within the Marsden Point peninsula, on the southern side of the Whangarei Harbour entrance.

The immediate surrounds are predominantly rural in nature to the north and west, dominated by large, rural holdings and the Takahiwai Ranges.

Neighbouring coastal settlements, One Tree Point and Marsden Cove, are located less than a 5-minute drive to the north-east. While development within these areas is predominantly residential in nature, a number of smaller scale commercial and community activities have been established, including; visitor accommodation, food and beverage outlets, a church, yacht club, marina, and a primary school. Further to the east and south, NorthPort, the Marsden Point Refinery, and various other industrial businesses occupy majority of the Marsden Point peninsula.

The Ruakaka shops are situated approximately 2km to the east of the site, providing basic, convenience-based retail services. Existing development includes a small supermarket, medical centre and pharmacy, as well as financial, real estate and food and beverage services.

With regards to the surrounding roading network, SH15A connects the site to Marsden Point and to SH1, which in turn provides the north-south link between Auckland and Whangarei. One Tree Point Road provides access north to One Tree Point and Takahiwai, and McCathie Roads provides a direct link through to Ruakaka.

4.3 PLANNING CONTEXT

4.3.1 Operative Whangarei District Plan

The site is zoned Marsden Primary Centre Environment in the WDP and is partially subject to the Flood Susceptible resource overlay. See **Figure 3** below.

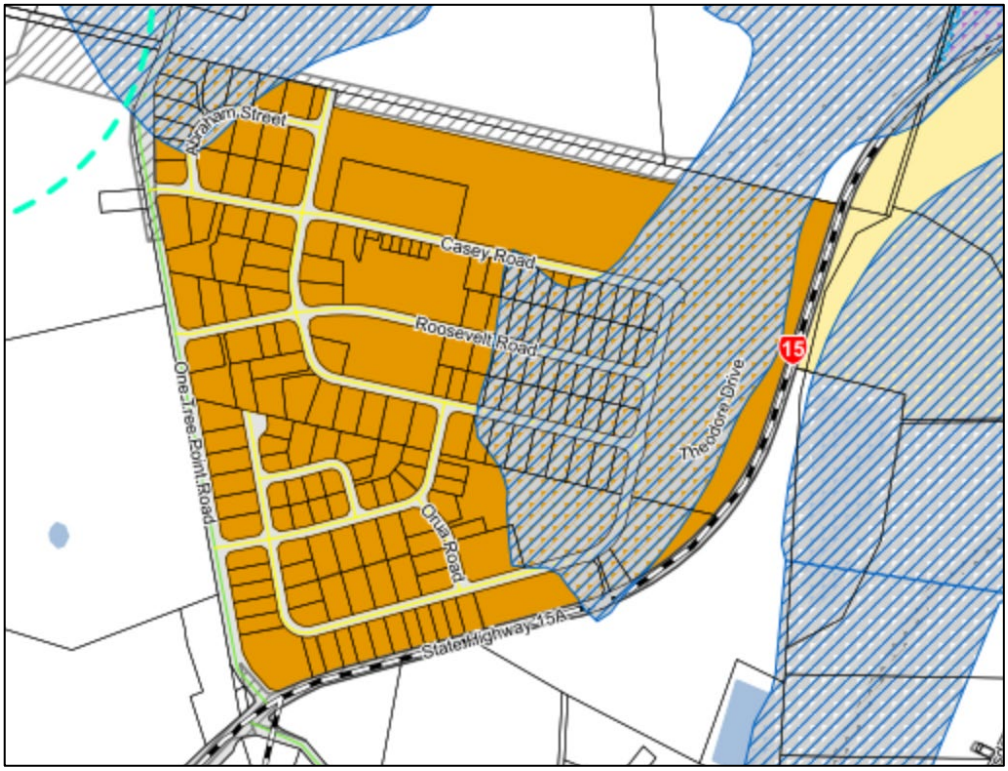

Figure 3: Map of site showing WDP zoning and resource features (Source: Intramaps).

Designation KRH-2 also covers a small area of land along the northern boundary of the site, having been designated by Kiwi Rail Holdings Ltd as the 'Oakleigh to Marsden Point Rail Link'.

With regards to WDC's roading classification, the site is serviced by a state highway (SH15A) and a collector road (One Tree Point Road). All existing roads within the site are classified as local roads.

With regards to the zoning of the wider surrounds, the majority of land to the north-east is zoned for industrial development. In addition, residential zoning associated with the One Tree Point, Marsden Cove, and Ruakaka settlements is supported by areas of Open Space and small areas of business zoning. Rural zoning otherwise dominates the wider surrounds.

4.3.2 Whangarei District Council Proposed Urban & Services Plan Changes

While the site for the Plan Change was not included within WDC's recent Urban & Services Plan Changes[1] (**U&S plan changes**), a number of surrounding areas were.

A summary of the zoning changes sought under the U&S plan changes (as they may apply to Marsden City) is provided below:

- A significant area of land located within One Tree Point and Ruakaka has been released for residential development (Medium Density Residential);
- Approximately 123ha of Business 4 land located to the north-east of Marsden City is proposed to be rezoned Light Industry;
- Established commercial development at Marsden Cove, currently zoned Business 2 and Business 3 under the ODP, is proposed to be rezoned Local Centre;
- The Ruakaka shops (currently zoned Business 3) is proposed to be rezoned Local Centre Zone; and

The U&S plan changes were notified on 8 May 2019 and were heard in November – December 2020. Since the original private plan change application was lodged on 23 March 2020, the Decisions Version of the Plan Changes has been released and now the provisions have legal effect. Furthermore, the appeal period has closed, with a number of appeals being received relating to rezoning requests in the wider Ruakaka / Marsden Point area. This amended version of the s32 has been prepared based on the underlying zone provisions from the Decisions Version of the Plan.

Zoning maps showing the WDP and proposed U&S zoning are attached as **Appendix 3**.

4.3.3 Regional Policy Statement and Proposed Regional Plan

The site does not contain any Outstanding Natural Landscapes or Features, or areas of High or Outstanding Natural Character, nor is it located within the Coastal Environment as identified within the Regional Policy Statement for Northland (**RPS**). Further, the site is not located within any statutory acknowledgement areas.

The NZLRI Land Use Capability maps identify a small area of the site comprises soils with a land use class of 3s4, which are considered 'highly versatile soils' under the RPS.[2] See **Figure 4** below.

[1] PC 82 A & B, 88 A-J, 109, 115, 136, 143, 144, 145, 147 & 148.

[2] The NZLRI Land Use Capability maps identify that the site comprises the following soils: 3w4, 2w3, 3s4, and 3w4.

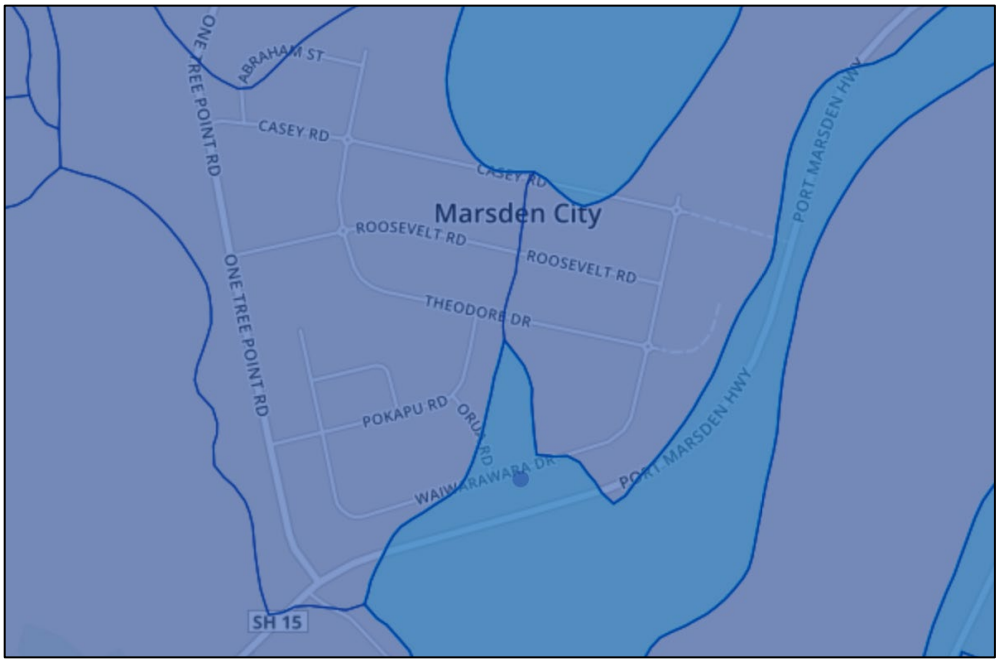

Figure 4: Map showing area of site comprising 3s4 soils (Source: LRIS Portal).

With regards to the Proposed Regional Plan (**PRP**), the site is subject to a number of resource overlays, including:

- Marsden Point Airshed;
- Groundwater Management Units: Coastal Aquifer;
- River Water Quantity Management Units: Coastal river;
- Whangarei Harbour Priority Catchment layer (partial); and
- Lowland area.

An assessment of these resource features with regards to the Plan Change is provided within section 7 of this report below.

5.0 DESCRIPTION OF THE PLAN CHANGE REQUEST

5.1 DESCRIPTION OF THE PROPOSAL

The Plan Change seeks to delete the Marsden Primary Centre from the WDP and rezone the land within the Marsden Primary Centre to a mixture of residential, mixed use and commercial zones, consistent with those introduced within Plan Changes 82 A & B, 88 A-J, 109, 115, 136, 143, 144, 145, 147 & 148: U&S plan changes. The Plan Change will also introduce a Special Purpose Marsden Town Centre zone.

Additionally, it is proposed to introduce the Marsden City Precinct that will apply across the Plan Change area.

The Plan Change also proposes amendments to the District Wide Noise and Vibration (**NAV**) rules as they relate to the Marsden City land to take into account the revised land use pattern.

The Plan Change also proposes consequential amendments to the Urban Form and Development (**UFD**) to clarify the "fit" and "hierarchy" of the proposed Marsden Town Centre Zone and Marsden City Precinct provisions.

The operative Marsden Primary Centre provisions include precinct plans that show an indicative urban land use pattern for land immediately north of the Plan Change area providing for Town Centre - commercial, residential, tertiary education and education uses. This land is currently zoned Rural Production Environment (**RPE**) and therefore would require a plan change to apply urban zones in accordance with this indicative land use pattern. This land has no operative zoning or development rights currently, and for clarity the provisions related to it are proposed to be deleted as part of the Plan Change.

5.1.1 Relationship with Urban and Services Plan Changes

The Plan Change seeks to apply zones and rely on district wide provisions which have been introduced through the U&S Plan Changes – Decision Version. The Plan Change has been developed based on the Council's Decisions Version of the U&S Plan Changes. It is acknowledged that some of these provisions are subject to Environment Court Appeals.

Given the Plan Change is relying on underlying zone provisions that are not yet operative, key provisions from the underlying environments are proposed to be duplicated within the Marsden City precinct provisions. It is anticipated that as any potential Environment Court Appeals are resolved, copied provisions from the underlying environment can be deleted from the Marsden City Precinct to avoid unnecessary duplication.

5.1.2 Overview of the Proposed Zoning

This Plan Change seeks to rezone the Plan Change area from Marsden Primary Centre to a mixture of residential, mixed use and commercial zones. The proposed land use pattern will largely remove industrial land use and reduce the extent of commercial land, while increasing residential use in line with current and future demand. The Plan Change proposes to utilise standard zones introduced through the Urban and Services Plan Changes. The exception to this is that the Plan Change introduces a Special Purpose Marsden Town Centre zone. The zoning will comprise of:

- Low Density Residential Zone – 9.89 ha

- General Residential Zone – 56.08 ha
- Medium Density Residential Zone – 3.02 ha
- Marsden Town Centre Zone – 8.41 ha
- Mixed Use Zone – 12 ha
- Commercial Zone – 19.07ha.

This as shown in **Figure 5** below and is attached as **Appendix 4**.

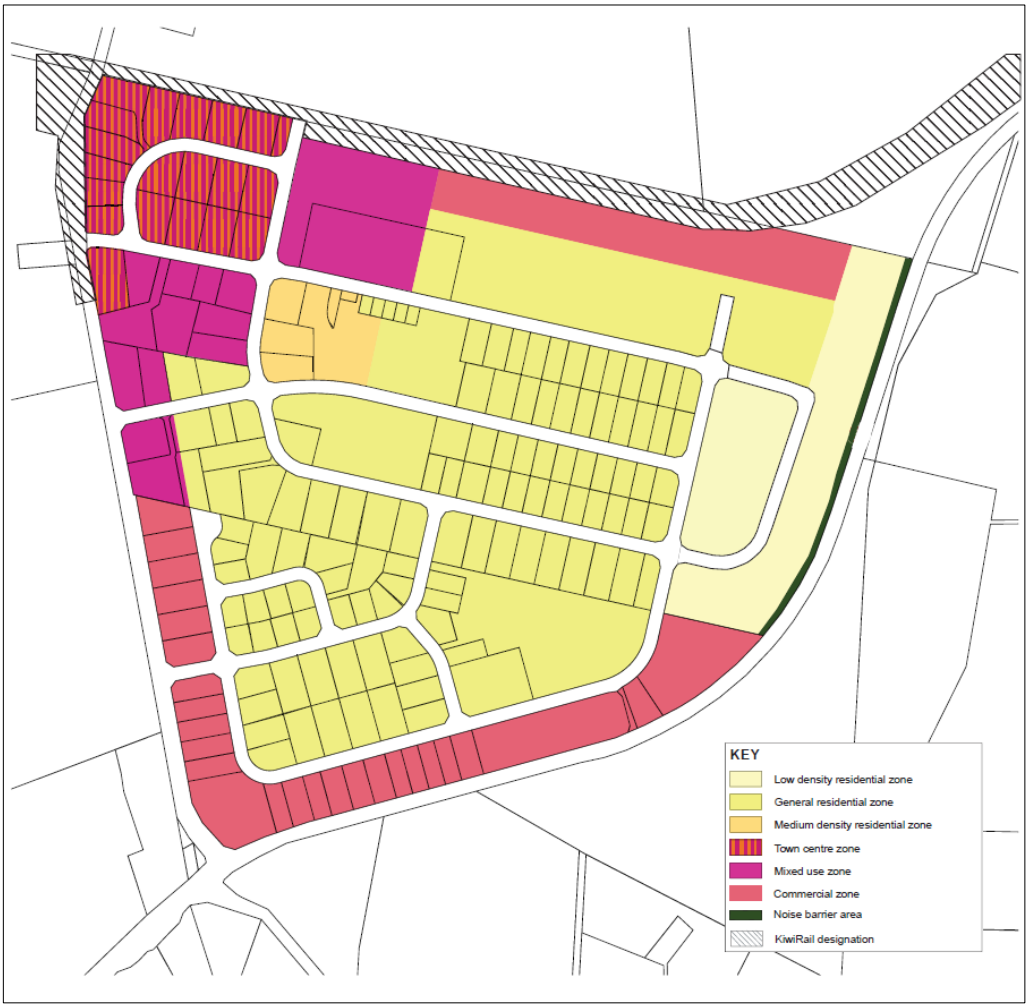

Figure 5: Proposed Marsden City Zoning Plan (Source: Barker & Associates – see full scale version in **Appendix 4**)

The proposed zoning pattern applies the Special Purpose Marsden Town Centre zone within the north western portion of the Plan Change area. The Special Purpose Marsden Town Centre zone is proposed to be applied to an appropriately scaled location with the surrounding rezoning enabling an appropriate mix of residential, commercial service, office, mixed use and community land uses to support the long-term sustainable development of the Town Centre.

It is proposed to consolidate the Mixed Use zone from what is enabled under the operative MPC provisions, which will sleeve the southern and eastern boundaries of the Special Purpose Marsden Town Centre.

Two areas of Commercial zone are proposed, one in the south adjoining State Highway 15 and One Tree Point Road, and one in the north adjacent to the KiwiRail designation.

The remainder of the Plan Change area is proposed to be zoned for residential use. The proposed zoning pattern provides for a range of housing density and choice, with the Medium Density Residential zone applied adjacent to the Marsden City Town Centre and Mixed Use zone, scaling down to the General Residential Zone and eventually the Low Density Residential zone in the east adjoining SH15A.

The proposed land use pattern removes industrial use from the Plan Change area, which is the primary land use provided for under the operative MPC provisions. The shift away from industrial land use is based on the findings of the economic assessment prepared by Property Economics (see **Appendix 5**). This assessment indicates that there is already more than sufficient land provision to meet the projected longer-term industrial land demand for the district. The Plan Change area also has poorer accessibility than other industrial zoned land in the surrounding area, on a comparative basis, making the Plan Change area an uncompetitive location to establish industrial use. Significantly reducing industrial land uses from Marsden City provides an opportunity to provide for a more complimentary land use pattern within the Plan Change area, and one that does not give rise to internal reverse sensitivity issues that are apparent in the existing zoning framework.

No areas of Open Space zoned land are shown on the Zoning Plan. Rather, open space will be provided at the time of subdivision in accordance with MCP-P10.

5.1.3 Special Purpose Marsden Town Centre Zone

The consolidated special purpose Marsden Town Centre zone (**MCTZ**) will provide for a more vibrant community 'heart' and vitality relative to the more dispersed and diluted town centre provided for under the MPC provisions.

The MCTZ, along with consequential changes to the UFD chapter, has been designed to re-establish an appropriate hierarchy of centres within the WDP, being secondary to the Whangarei City Centre Zone and primary to smaller, local suburban centres located within the district, such as Marsden Cove and the Ruakaka Shops. The MCTZ establishes Marsden City as the southern centre of the district, secondary only to the Whangarei City Centre, in accordance with strategic WDC documents such as the Marsden Point and Ruakaka Structure Plan and the Whangarei District Growth Strategy: Sustainable Futures 30/50.

While already zoned for urban development, the site is undeveloped and presents Marsden City with a relatively unique opportunity to establish a new greenfield town centre. To do so, and in a manner not dissimilar to the operative MPC provisions, the MTCZ has a heavy urban design focus. Significant emphasis is placed on encouraging high quality, well-designed development that reflects the Marsden Point / Ruakaka context.

Accordingly, a number of design-based controls have been incorporated into the proposed rule framework, including those relating to building floor-to-ceiling height, outlook, verandahs, and fences. This aside, the Plan Change seeks to provide an element of flexibility within the MCTZ provisions. Instead of pre-determining design outcomes, a blanket restricted discretionary consent requirement is proposed for all new buildings and additions constructed within the zone. Matters of discretion are limited to urban design considerations, with mandatory information requirements requiring urban design assessments to be submitted with each consent application.

Residential, commercial, offices, mixed use, and community land uses are generally encouraged and provided for, with floor area restrictions imposed on retail activities to ensure development does not compromise the function and role of the Whangarei City Centre. Rural production and industrial activities are generally discouraged, with limited provision made for existing rural activities to continue until the site is developed.

The proposed policy and rule framework has been modelled off the urban zones proposed under the U&S plan changes Decisions Version, predominantly the City Centre, Local Centre, and Waterfront zones.

The proposed MCTZ chapter is contained within **Appendix 12**.

5.1.4 Precinct Provisions

It is proposed to apply a precinct to the Plan Change area with a suite of objectives, policies, and rules that will guide development. The Marsden City Precinct (**MCP**) has a series of seven sub-precincts which align with the underlying zoning of the Plan Change area. The location of the sub-precincts is shown in **Figure 6** with details regarding each sub-precinct provided below.

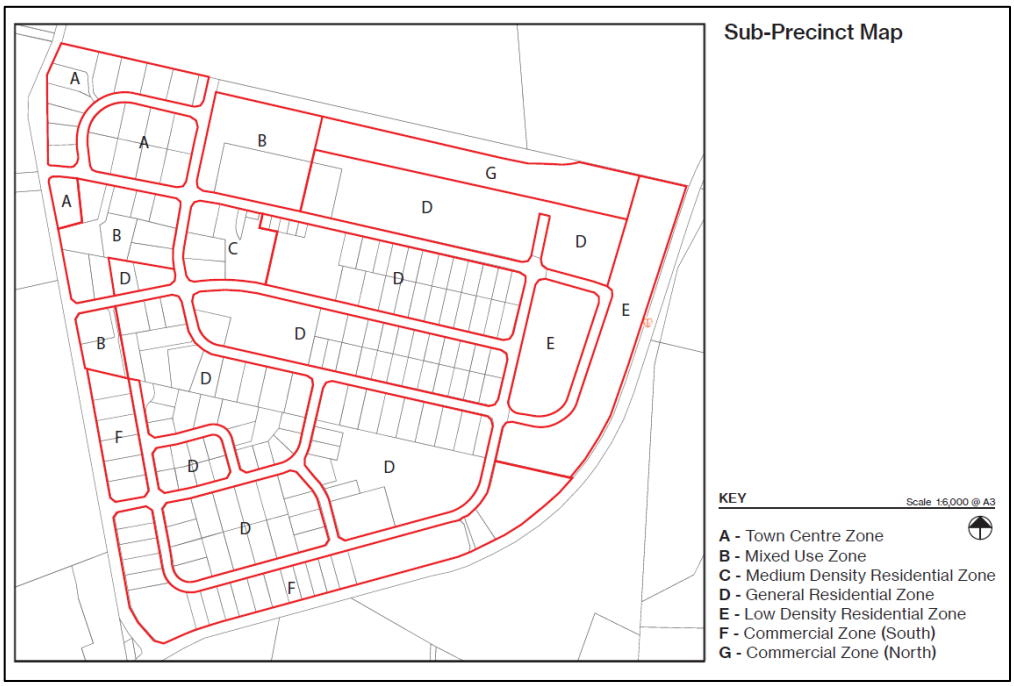

Figure 6: Sub Precinct Map (see full size version in **Appendix 13**)

- Sub-Precinct A: zoned Special Purpose Town Centre Zone, contains the primary retail area, and is the focal point for retail, commercial and civic development and pedestrian activity;
- Sub-precinct B: zoned Mixed Use Zone and provides for a higher density of residential development and a range of commercial activities that will complement the town centre and maximise the efficient use of land;
- Sub-Precinct C: zoned Medium Density Residential Zone and will provide for a medium density of residential development within easy walking distance to the town centre;
- Sub- Precinct D: zoned General Residential Zone and provides for residential development of a suburban character;
- Sub-Precinct E: zoned Low Density Residential Zone and provides for residential development on larger sites, effectively providing a buffer between Marsden City land and State Highway 15A;
- Sub-Precinct F: zoned Commercial Zone, providing for commercial development on land primarily owned by Great Northern Land Company (**GNLC**) in the southern portion of the Plan Change area; and
- Sub-Precinct G: zoned Commercial Zone in the north, adjacent to the Kiwirail rail designation, providing a buffer between residential development in the General Residential Zone and the rail designation. C

The proposed MCP chapter is contained within **Appendix 13**.

The sub-precincts largely duplicate the rules from the zones within the Decisions Version of the U&S plan changes to ensure consistency with these provisions, of which are not yet operative. Within the proposed Marsden City Precinct provisions attached as **Appendix 13** 'comments' have been used to highlight where provisions within sub-precincts B - G have been added or altered from those in Council's Decisions Version of the U&S plan change provisions. There are 38 rules where this occurs:

- Mixed Use Zone
    - MCP-R9 Building and Major Structure Height – Proposed rule doesn't provide controlled activity bonus building height;
    - MCP-R10 Building and Major Structure Setbacks – Proposed rule includes exemption for One Tree Point Road;
    - MCP-R14 Landscaping – New rule requiring landscaping to be provided along the One Tree Point road boundary;
    - MCP-R18 Residential Unit – Proposed rule includes additional matters of discretion and additional information requirement for urban design assessment; and
    - MCP-R19 Outlook – New rule requiring outlook spaces to be provided from windows of habitable rooms to ensure a reasonable level of onsite residential amenity.
- Medium Density Residential Zone
    - MCP-R78 Multi Unit Development – Proposed rule enables multi-unit development as a restricted discretionary activity subject to bespoke matters for discretion to ensure quality design.
- General Residential Zone
    - MCP-R92 Building and Major Structure Height – Proposed rule includes provision for pitched roofs;
    - MCP-R102 Retirement Village – Proposed rule includes restricted discretionary status where compliance with height, setback, height in relation to boundary, and building coverage rules is achieved;
    - MCP-R110 Multi Unit Development – Proposed rule enables multi-unit development as a restricted discretionary activity subject to bespoke matters for discretion to ensure quality design; and
    - MCP-R121 Farming – Proposed rule has non-complying activity status as opposed to prohibited.

- Low Density Residential Zone
  - MCP-R127 Building and Major Structure Height - Proposed rule includes provision for pitched roofs;
  - MCP-130 Building and Major Structure Coverage – Proposed rule has increased permitted coverage of 35% (from 25%) to reflect smaller lot sizes;
  - MCP-R131 Impervious Areas - Proposed rule has increased permitted impervious surface area of 45% (from 35%) to reflect smaller lot sizes;
  - MCP-R137 Principal Residential Unit – Proposed rule provides for increased residential density (one principal residential unit per 800m^2 net site area) noting provision of reticulated wastewater services;
  - MCP-R154 Farming - Proposed rule has non-complying activity status as opposed to permitted; and
  - Indigenous Vegetation Clearance – No rule proposed.
- Commercial Zone (South)
  - MCP-R160 Building and Major Structure Height – Proposed rule has reduced permitted height of 12m (from 15m);
  - MCP-R161 Building and Major Structure Setbacks – Proposed rule removes requirement for buildings to locate within 1m of road boundaries for at least 50% of the site frontage;
  - MCP-R163 Frontages – Proposed rule removes requirement to provide entrances within 3m of the site frontage;
  - MCP-R166 Landscaping - New rule requiring landscaping to be provided along the One Tree Point, State Highway 15A, and Waiwarawara Drive road boundaries;
  - MCP-R174, 175, 177, 179 Motor Vehicle Sales, Garden Centres, Marine Retail, Hire Premises – Trade Retail activities are addressed under individual rules with no other changes from COMZ rules;
  - MCP-R176 Trade Suppliers – Proposed rule has additional permitted activity criteria relating to maximum business net floor area;
  - MCP-R195 Visitor Accommodation – Proposed rule deems visitor accommodation on sites adjoining State Highway 15A Non-Complying activities;
  - MCP-R196 Residential Activities – Proposed rule deems residential activities on sites adjoining State Highway 15A Non-Complying activities; and

- MCP-R200 General Industry – Proposed rule deems general industry activities as Non-Complying.

- Commercial Zone (North)
  - MCP-R202 Building and Major Structure Height – Proposed rule has reduced permitted height of 12m (from 15m);
  - MCP-R205 Frontages – Proposed rule removes requirement to provide entrances within 3m of the site frontage;
  - MCP-R209 Landscaping - New rule requiring landscaping to be provided along the site frontage;
  - MCP-R217, 218, 220, 222 Motor Vehicle Sales, Garden Centres, Marine Retail, Hire Premises – Trade Retail activities are addressed under individual rules with no other changes from COMZ rules; and
  - MCP-R242 General Industry – Proposed rule deems general industry activities as Non-Complying.

Additionally, there are provisions which apply to the entire precinct to ensure that development is supported by appropriate infrastructure, that a quality-built environment is achieved, and reverse sensitivity issues arising from SH15A and the rail corridor designation are managed. The following activities and controls apply in addition to or instead of the urban and services zone and district-wide controls:

- A requirement for a noise bund/barrier to manage any reverse sensitivity from residential units establishing on land within the Low Density Residential Zone adjoining SH15a (MCP-R3);
- A transport staging rule (MCP-R4) to coordinate development with the delivery of required intersection upgrades to manage the effects of development on the transport network;
- Indicative cross sections (MCP-R5) and an indicative layout for streets to ensure a highly integrated street network;
- A rule making the establishment of noise sensitive activities within 70m of the Oakleigh to Marsden Point Rail Link Designation boundary (KRH-2) a non-complying activity (MCP-R6);
- Restrictions on vehicle access from sites fronting One Tree Point Road or SH15A (MCP-R7); and
- A reduction in the minimum site area for vacant lot subdivision in the Low Density Zone from 2000m^2 to 800m^2 to reflect that the area is serviced and therefore onsite servicing will not be required (MCP-R137).

5.1.5 Amendments to the Noise and Vibration Rules

The noise zones that applied to the Marsden Primary Centre are proposed to be revised to take into account the proposed land use pattern. The following amendments are proposed:

- Noise Zone 1: This noise zone applies to industrial areas. As the industrial land use is now proposed to be deleted, this noise zone is no longer required and can be deleted.
- Noise zone 2: The noise levels within Noise Zone 2 remain unchanged, however the zone is expanded to cover majority of the residential and mixed use zoned land.
- Noise Zone 2A: This noise zone is proposed to be expanded to align with all of the residential and mixed use zone land that adjoins SH15A and the future Marsden Railway Link. The noise levels remain the same, however sound insulation requirements for residential use and a noise barrier requirement are proposed to be introduced to manage reverse sensitivity.
- Noise Zone 3: The noise limits apply to the Special Purpose Marsden Town Centre and Commercial zones and are higher to place fewer restrictions on commercial activity. There are sound insulation requirements for residential establishing within these zones.

These changes are outlined in track change of the NAV provisions **Appendix 7.**

5.1.6 Amendments to the Urban Form and Development Chapter

One of the key components of the private plan change is the development of the MTCZ which will provide for a more vibrant community 'heart' and vitality relative to the more dispersed and diluted town centre provided for under the MPC provisions. The intention is that the MTCZ establishes Marsden City as the southern centre of the district, secondary only to the Whangarei City Centre Zone in accordance with strategic Council's documents such as the Marsden Point and Ruakaka Structure Plan and the Whangarei District Growth Strategy: Sustainable Futures 30/50.

As noted previously, since the lodgement of the private plan change application and the preparation of the RFI, the Decisions Version of the District Plan has been released. While this is subject to 27 appeals with a number of s274 parties, large parts of the Decisions Version provisions are now beyond challenge and can be treated as operative.

The "fit" and "hierarchy" of the MTCZ and Marsden City Precinct in the Decisions Version of the Plan requires consideration. The Decisions Version of the District Plan includes two chapters that provide strategic direction for growth of the District, being

the District Growth and Development Chapter (**DGD**) and the Urban Form and Development Chapter (**UFD**).

Having considered the Decisions Version of the DGD Chapter, no consequential changes are considered necessary.

Having considered the Decisions Version of the UFD Chapter, it is considered necessary to make the following consequential changes to clarify the "fit" and "hierarchy" of the MTCZ and Marsden City Precinct:

- A new policy UFD-PX (Marsden Town Centre Zone) which provides the basis for the establishment of the Marsden Town Centre Zone. A key feature of this policy is to ensure that it protects the primacy and function of the City Centre Zone.
- Amendment to policy UFD-P6 (Commercial Zone) to allow the establishment of the Commercial Zone within the Marsden City Precinct.
- Amendment to policy UFD-P7 (Mixed Use Zone) to allow the establishment of the Mixed Use Zone within the Marsden City Precinct.
- Amendments to UFD-P10 (Local Centre Zone) to ensure that development in the Local Centre Zone maintain the viability of the MTCZ as well as the City Centre Zone.

The above additions and amendments are considered to be the most appropriate mechanism for achieving the objectives of the District Plan and will enable the development of a higher order town centre at Marsden City which compliments, but does not compete with, the Whangarei City Centre Zone .

The changes are outlined in track change of the UFD provisions in **Appendix 20**.

5.2 PURPOSE AND REASONS FOR THE PLAN CHANGE

Clause 22(1) of the RMA requires that a Plan Change request explains the purpose of, and reasons for the proposed plan change.

The purpose of the Plan Change is to deliver a viable and sustainable town centre in the Ruakaka / Marsden Point area and additional land for housing and commercial use, with a supporting network of open spaces. The Plan Change also seeks to simplify the provisions that apply to Marsden City to apply a more useable planning framework to the Plan Change area.

The reason for this Plan Change is that the Applicant, who is a major landowner of the Plan Change area, intends to develop the site in a manner consistent with the proposed land use pattern. Technical assessments, in particular the economic

assessment by Property Economics (see **Appendix 5**) has demonstrated that the current mix of land uses are not practical or achievable.

Additionally, the current MPC provisions are overly complex and challenging to interpret and apply. This has led to a slow uptake on development within the Plan Change area, despite the fact that infrastructure, including roads and lighting, is already established. The Plan Change seeks to apply a simplified planning framework to the Plan Change area that places more reliance on standard underlying zones.

This report provides an assessment of effects of the Plan Change and an evaluation of the Plan Change prepared in accordance with Section 32 (**S32**) of the RMA. Supporting expert assessment reports are appended to the report. The evaluation of Plan Change concludes that these amendments are the most appropriate way to achieve the purpose of the RMA.

5.3 TIMING OF PLAN CHANGE

The timing of the private plan change has been directly conversed with Council staff at pre-app meetings and discussions in between. It is acknowledged that there is an overlap between this private plan change application and the U&S plan changes that Council initiated in May 2019.

Unfortunately, the Marsden Primary Centre provisions were specifically excluded from the overall scope of the U&S plan changes.[3] This was due to the fact that the MPC provisions were made operative in April 2012, and therefore were not due for review with the rest of the provisions that are covered in the U&S plan changes as part of the wider rolling review of the ODP.

Wherever possible, consistency with the structure of the WDP under the National Planning Standards (**NP Standards**) and rolling review has been sought. This includes using WDC templates for provisions and adopting / duplicating some of the proposed U&S zones and provisions where these are consistent with the outcomes sought for Marsden City.

5.4 ACCEPTING THE PLAN CHANGE REQUEST (CLAUSE 25)

The Council has discretion to accept or reject a Plan Change request in accordance with Clause 25 of Schedule 1 of the RMA, subject to the matters set out in Clause 25(4)(a)-(e). Given that the WDP has now been operative for more than two years, the Council is able to reject the Plan Change request only on the following grounds:

[3] See paragraph 12.d. of Part 1 s42A report for the U&S Plan Changes here http://www.wdc.govt.nz/PlansPoliciesandBylaws/Plans/DistrictPlan/DistrictPlanChanges/Documents/PC-Urban-and-Services/9-Hearings/PART-1-s42A-Report-General-Overview.pdf

- The Plan Change request is frivolous or vexatious (clause 25(4)(a));
- The Plan Change request is not in accordance with sound resource management practice (clause 25(4)(c));
- The Plan Change request would make the plan inconsistent with Part 5 - Standards, Policy Statements and Plans (clause 25(4)(d).

In relation to (a), considerable technical analysis has been undertaken to inform the Plan Change, which is detailed in the report below. For this reason, the proposal cannot be described as frivolous or vexatious.

'Sound resource management practice' is not a defined term under the RMA, however, previous case law suggests that the timing and substance of the Plan Change are relevant considerations. This requires detailed and nuanced analysis of the proposal that recognises the context of the Plan Change area and its specific planning issues.

In this context, the Plan Change is considered to be in accordance with sound resource management practice as it is consistent with the strategic outcomes sought in Whangarei District Growth Strategy: Sustainable Futures 30/50 2010, the Draft Whangarei District Growth Strategy, and the Marsden Point – Ruakaka Structure Plan 2008. It is also consistent with the higher order policy framework of the operative Whangarei District Plan and the amendments proposed through the U&S Plan Changes. The proposed zoning framework and precinct provisions seek to enable the development of a higher order town centre in Marsden / Ruakaka with supporting mixed use, residential, community and open space uses. The town centre will integrate with surrounding residential development where a diversity of density is provided for to increase residential capacity and housing choice. Furthermore, all necessary statutory requirements have been met, including an evaluation in accordance with S32 of the Act with supporting evidence.

In relation to (c), the Plan Change is considered to be consistent with the sustainable management purpose of the RMA as detailed throughout this report.

On this basis, the merits of the proposal should be allowed to be considered through the standard Schedule 1 process.

6.0 POLICY FRAMEWORK

6.1 NATIONAL POLICY DOCUMENTS

6.1.1 National Policy Statement: Urban Development

The National Policy Statement: Urban Development (**NPS:UD**) was gazetted on 20 July 2020 and replaces the previous NPS on Urban Development Capacity 2016. The provisions within the NPS:UD came into force on 20 August 2020.

The NPS:UD applies to all local authorities that have all or part of an urban environment within their district, with areas classified as a tier 1, 2 and 3. The Whangarei District is classified as a tier 2 urban environment. Under the NPS:UD "urban environment" is defined as follows:

> ***Urban environment*** *means 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.*

Population projections for the Marsden Point / Ruakaka / One Tree Point area vary under different growth scenarios. However, it is likely the area would within the next 30 years have a housing and labour market of at least 10,000 people. As such, the NPS:UD it is a relevant consideration for the Marsden City private plan change request.

Overall, the Marsden City private plan change request is consistent with the relevant provisions, including Objectives 1 – 5 and Policies 1, 2, 5 and 9, of the NPS:UD because it will:

- Enable the development of a well-functioning urban environment at Marsden City including a comprehensively designed town centre to serve the wider Marsden Point / Ruakaka population, which will:
    - Enable the provision of a variety of homes to meet the needs to different households and that enable Māori to express their cultural traditions and norms (see response to Patuharakeke CEA attached as **Appendix 11**);
    - Enable the creation of a variety of sites suitable for different business sectors;
    - Have good accessibility, given proximity to State Highway 15A and Kiwirail Port Marsden railway designation;

- Limit adverse impacts on the competitive operation of land and development markets, as outlined within the Property Economics Economic Assessment;
- Support reductions of greenhouse gas emissions by providing greater level of residential activity adjacent to an area of high employment opportunities; and
- Be resilient to the current and future effects of climate change.

- Support good urban outcomes as the proposed rezoning and associated rules are likely to have positive effects on the quality of the built environment and development within the Plan Change area will integrate well with the wider Marsden Point / Ruakaka area;
- Allow for greater intensification of business and residential activities in an area that is already zoned for development and located near areas providing a large range of employment opportunities (e.g. the Refinery, Northport etc); and
  Be coordinated with necessary infrastructure upgrades and increases in demand within the wider catchment.

6.1.2 National Policy Statement: Freshwater Management

The National Policy Statement: Freshwater Management (**NPS:FM**) was gazetted on 3 August 2020 and replaces the National Policy Statement for Freshwater Management 20014 (as amended in 2017). The provisions came into force on 3 September 2020. There are no known water bodies or wetlands located within the plan change area, and therefore the NPS:FM is not considered relevant to the Plan Change.

6.1.3 National Planning Standards

The NP Standards came into effect on 5 April 2019. These are established under s58B – J of the RMA. The purpose of the NP Standards is to improve consistency in plan and policy statement structure, format and content throughout the country. These codify the structure, mapping, definitions and noise/vibration metrics of District, Regional and Unitary Plans. As previously noted, the proposed provisions utilise the WDP template which has been formulated to be broadly consistent with the planning standards. Furthermore, where appropriate, the private plan change has utilised standard zones created under the U&S plan changes. The bespoke precinct provisions and Marsden Town Centre provisions are consistent with the structure and direction of the proposed U&S plan changes and in turn the NP standards.

Overall, it is considered that the proposed private plan change provisions appropriately take into account and are consistent with the gazetted NP Standards.

6.2 NATIONAL ENVIRONMENTAL STANDARDS

National Environmental Standards (**NES**) are regulations issued under the RMA. They prescribe technical standards, methods and other requirements for environmental matters. Section 44A of the RMA requires local authorities to recognise NES and Section 44A requires local authorities give effect to the NES in their plans. There are currently six National Environmental Standards:

- National Environmental Standards for Air Quality;
- National Environmental Standards for Sources of Drinking Water;
- National Environmental Standards for Telecommunication Facilities;
- National Environmental Standards for Electricity Transmission Activities;
- National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health;
- National Environmental Standards for Plantation Forestry; and
- National Environmental Standards for Freshwater.

None of the above NES are considered particularly relevant to the consideration of this private plan change application. No further assessment is required at this stage.

7.0 REGIONAL POLICY STATEMENT AND PLANS

7.1 NORTHLAND REGIONAL POLICY STATEMENT

The RPS provides broad direction for managing Northland's natural and physical resources. The policies and methods contained in the RPS provide guidance for territorial authorities for plan making.

As stated within section 4.3.3 of this report, the site for the plan change is void of any landscape or coastal overlays under the RPS. In addition, the site is not located within any statutory acknowledgement areas. This aside, of particular relevance to the proposed plan change, are the provisions of the RPS pertaining to economic wellbeing, Regionally Significant Infrastructure, regional form, tangata whenua participation in resource management, and natural hazard risk. [4]

[4] Objectives: 3.5 – Enabling economic wellbeing, 3.6 – Economic activities - reverse sensitivity and sterilization, 3.7 – Regionally significant infrastructure, 3.8 – Efficient and effective infrastructure, 3.11 – Regional form, 3.12 – Tangata whenua role in decision-making, and 3.13 – Natural hazard risk.
Policies: 5.1.1 – Planned and coordinated development, 5.1.3 – Avoiding the adverse effects of new use(s) and development, 5.2.1 – Managing the use of resources, 5.2.2 – Future-proofing infrastructure, 6.1.1 – Regional and district plans, 7.1.2 – New subdivision and land use within 10-year and 100-year flood hazard areas, 8.1.1 – Tangata whenua participation 8.1.2 – The regional and district council statutory responsibilities.

Economic Wellbeing

The Plan Changes seeks to effectively rewrite the operative WDP provisions as they relate to Marsden City to remove the currently convoluted, overly-complicated development controls for the area. The Plan Change seeks to utilise WDC standardised zones and apply an overall precinct where more specific controls are required. This in turn will improve clarity and consistency for plan users, and provide greater assurance for developers regarding development pathways and consenting requirements.

The Plan Change will revitalise Marsden City, renew and enhance its attractiveness for business and investment, and ultimately continue to contribute to the economic wellbeing of Northland and its communities.**Regionally Significant Infrastructure**

While not defined as Regionally Significant Infrastructure (**RSI**), the Plan Change recognises established RSI within the surrounding environment, including; NorthPort, state highway and rail networks, and the Marsden Point Refinery. As such, while acknowledging that the site is already zoned for urban development under the WDP, the Plan Change actively seeks to manage any reverse sensitivity effects of establishing sensitive land uses in proximity to these sites.

More specifically, the Plan Change seeks to update existing noise zones and associated acoustic attenuation requirement (incorporated into the WDP under Plan Change 139) to correspond to the change in land uses proposed. Further, a noise bund/barrier is proposed to be constructed around the boundaries of the site adjoining SH15A to manage any reverse sensitivity from residential activities established within proximity to these transport corridors.

Regional Form

The RPS requires subdivision, use and development to be located, designed and built in a planned and coordinated manner, as well as being well-integrated with transport and three waters infrastructure. The Plan Change has been designed in accordance with these provisions as follows:

- The Plan Change has been designed in accordance with the Regional Urban Design Guidelines, particularly with regards to encouraging quality urban design within urban environments. The provisions of the Plan Change encourage future development to recognise and respond to the unique context and cultural identity of the locality, while offering a choice in urban lifestyle, and a range of housing options for residents;
- While the site contains a localised area of highly versatile soils, the underlying operative WDP zoning (Marsden Primary Centre) is not a primary production zone. As such, the Plan Change does not further materially

reduce the potential for soil-based primary production on land containing highly versatile soils;

- With regards to incompatible land uses, acoustic mitigation measures (including the use of noise standards and the construction of a bund) will ensure reverse sensitivity is appropriately managed on major transport corridors and adjoining land uses; and
- Changes in sense of place and character are anticipated and have been provided for by the operative MPC zoning of the site under the WDP.

Overall, the proposal represents an efficient use of resources and will result in a consolidated, high-quality urban centre that is well serviced by existing infrastructure.

Tangata Whenua Participation

MCLP recognises Patuharakeke's role as kaitiaki within the Marsden / Ruakaka area and accordingly, has undertaken pre-lodgement consultation with the Patuharakeke Te Iwi Trust Board. This has resulted in the commissioning, at Patuharakeke's request and at the cost of the applicant, of a Cultural Effects Assessment (**CEA**) of the proposal (see **Appendix 11**) and the inclusion of Mana Whenua objective (MCP-O8) and policy (MCP-P11) (see **Appendix 13**). This is addressed further below.

Natural Hazard Risk

Development constraints associated with natural hazards (predominately flood hazards) have been accommodated within the proposed plan change. Low density land use zoning has been utilised within the areas of the site subject to flood hazards, with development within those areas being required to address the risks from natural hazards at the time of development.[5]

RPS Summary

Overall, the Plan Change has been developed with a view of striking an appropriate balance between providing for the efficient development of Marsden City to continue to support Northland's economy, whilst ensuring that adverse effects are managed to an acceptable level. The Pan Change is therefore considered to be consistent with the provisions of the RPS.

[5] District-wide provisions of the WDP will continue to manage development within Flood Susceptible Areas – Chapter 56.

7.2 REGIONAL PLANS

There are a number of operative Regional Plans for Northland that have been developed under the RMA. These include the Regional Water and Soil Plan, Air Quality Plan and the Coastal Plan. The PRP combines the operative Regional Plans applying to the coastal marine area, land and water and air, into one combined plan. It is considered that the proposed provisions of the Plan Change are generally consistent with the PRP.

As stated within section 4.3.3 of this report, the site is subject to a number of regional plan resource mapping overlays, of which largely relate to the impacts of land use activities on water and air quality (such as stock care, mass land disturbance, discharges etc.). Given the site is proposed (and is currently zoned) to accommodate urban development, these overlays will have little to no impact on the Plan Change. The provisions of the PRP will be addressed at the time of development if and when required.

7.3 COUNCIL STRATEGIC PLANS

7.3.1 Whangarei District Growth Strategy: Sustainable Futures 30/50 2010

The Whangarei District experienced significant growth over the period 2001 – 2008. Further growth is projected to continue, and in some parts of the District growth has the potential to be substantial. To manage the projected growth sustainably, the Council formulated Whangarei District Growth Strategy: Sustainable Futures 30/50 2010 (**the Growth Strategy**) as a long term Sub-Regional Growth Strategy.

The Growth Strategy provides a broad strategic direction for growth within the District that manages and consolidates development based upon a structured five tier settlement pattern. This hierarchical arrangement is as follows:

a) Whangarei City as the primary district and regional urban centre with a strong, protected and enduring CBD;
b) A satellite town at Marsden Point / Ruakaka which complements (but does not compete with) Whangarei City;
c) Five urban villages within greater Whangarei;
d) One rural (Hikurangi) and two coastal growth nodes at Parua Bay and Waipu; and
e) Two rural villages along with eight coastal villages located along the coastline from Waipu Cove in the south to Oakura in the north.

Over the next 50 years, the Growth Strategy projects that the Marsden Point / Ruakaka area will grow to a population of around 15,000 people[6]. To cater for this growth, and to achieve a successful and sustainable satellite town at Marsden Point / Ruakaka, the Growth Strategy is seeking that the area is developed in accordance with the Marsden Point/Ruakaka Structure Plan. In particular it is envisioned that:

> *"With the development of the Marsden Point/Ruakaka Structure Plan, the Marsden Point/Ruakaka area has an opportunity to be developed as a healthy, safe and attractive place where business, social and cultural life can flourish. A well designed and well managed public realm will contribute to community pride and identity for the Marsden Point/Ruakaka area, in conjunction with strong and diversified employment opportunities. In doing so, one of the most important components of creating a sustainable town is to identify and promote the development of a primary mixed use centre in Marsden Point. The primary centre can integrate a hierarchy of density, diversity of residences, and a mix of uses, with a well-connected and coherent public transport, walking and cycling network. There is considerable opportunity to ensure a centre of high aesthetic and amenity value by employing high quality urban design in planning and development processes."*[7]

This is reinforced within the Implementation Plan of the Growth Strategy which includes the following actions in respect of the Satellite Town at Marsden Point/Ruakaka:

> *"2.1 Make changes to the District Plan <u>to implement the existing structure plan for Marsden Point/Ruakaka node</u> in a staged and orderly manner. Any changes should be prioritised as part of a programme of plan changes to implement the structure plan over time to ensure that demand is met, yet oversupply of land is avoided.*
>
> *2.2 Re-examine the Marsden Point/Structure Plan together with District Plan provisions relating to the Structure Plan and rationalise the release of land into the District Plan to <u>ensure consolidated urban development of high amenity</u>. It is noted that there are competing outlooks in terms of future urban form in the node, each with advantages and disadvantages over different timeframes."*[8]

The WDP has attempted to give effect to the Growth Strategy through applying the Marsden Primary Centre zoning to the Plan Change area to enable the comprehensive centre development. These provisions have not been effective as they have been in place since 2010 and very little development has occurred. In particular, the overly complex nature of the current MPC provisions and the

[6] Whangarei District Growth Strategy Sustainable Future 30/50 page 112
[7] Whangarei District Growth Strategy: Sustainable Futures 30/50 Pg. 169
[8] Whangarei District Growth Strategy: Sustainable Futures 30/50 Pg. 169

emphasis on industrial land uses have contributed to a lack of development. Development of greenfield centres are heavily dependent on the level of housing supply in adjacent areas[9]. The current land use pattern enabled by the Marsden Primary Centre provisions only facilitates a very small component of residential land use.

In seeking to simplify the provisions and promote a more appropriate land use mix and introducing the Special Purpose Marsden Town Centre zone that reflects the role as a higher order centre, the Plan Change will enable the WDP to more effectively give effect to the Growth Strategy. Furthermore, the Plan Change is proposing a hierarchy of density, diversity of residences, and a mix of uses, within a well-connected and coherent public transport, walking and cycling network which is consistent with the strategic direction for Marsden Point / Ruakaka within the Growth Strategy.

7.3.2 Draft Whangarei District Growth Strategy

In April 2019 the Council released the Draft Whangarei District Growth Strategy (**the draft Growth Strategy**) for public feedback. The draft Growth Strategy is a high-level discussion document largely focused on how the District will cater for increased residential development capacity.

The draft Growth Strategy identifies Marsden / Ruakaka as an important growth node for the District and projects that the population will grow from 4,770 in 2018 to 9,795 in 2048. The draft Growth Strategy seeks to ensure that growth is integrated with the provision of infrastructure and that as the area grows development results in quality design and good connectivity.

The Plan Change is consistent with the strategic direction included within the draft Growth Strategy as it seeks to apply a more appropriate land use mix with a focus on increasing housing capacity and choice. Furthermore, the Plan Change includes provisions to ensure that growth is coordinated with the delivery of supporting infrastructure and places an emphasis on quality urban design.

[9] One such example is the Flat Bush town centre which is was introduced by way of a plan change to the then Manukau City Plan in 2001. This plan change was designed to give effect to Flat Bush Structure Plan which identified the site as the primary centre supported by a network of neighbourhood centres. The first stage of the (now named) Ormiston Town Centre opened in 2015, comprising a Pak'n Save, with Stage 2 under construction and about to open shortly. The planning framework which promoted the vision of a primary mixed use centre for Ormiston with a supporting network of complementary centres has been a key component of this vision now being delivered by the market.

7.3.3 Marsden Point - Ruakaka Structure Plan 2008

The Marsden Point-Ruakaka Structure Plan 2008 is a strategic planning document addressing the long term future (30-40 years and beyond) of the Ruakaka/Marsden area. Completed just before the onset of the Global Financial Crisis, the Structure Plan optimistically envisaged a satellite city of 40,000 people across the Peninsula encompassing Ruakaka, Marsden Point and One Tree Point. The Structure Plan seeks to concentrate retail and general business predominantly into the core of the Marsden Primary Centre, and also to a much lesser extent in the Ruakaka and One Tree Point local centres.

Land use projections therein included for the Marsden City centre include a recommended allowance of 32 gross hectares of retail and non-retail land. This was translated into provisions focused on the north western quadrant of the Plan Change area. The Marsden Primary Centre provisions also identify a small area of residential development in support of the core centre.

The more recent growth projections for Marsden Point / Ruakaka are included within the draft Growth Strategy. As a result, the Plan Change is seeking to refine the land use pattern based on expressed demand, to more adequately cater for recent growth projections. The Plan Change is still broadly consistent with the Structure Plan in that it will continue to enable the development of a higher order centre.

7.3.4 Whangarei District Operative Plan 2007 (WDP)

The WDP became operative in May 2007 and includes strategic objectives and policies which provide a high-level policy direction for urban form and development in Chapter 6. The strategic policy direction within the Whangarei District Plan seeks to achieve urban consolidation, focusing commercial and retail development into the Whangarei City Centre and a network of suburban centres[10]. The objectives seek to maintain and strengthen the city centre as the primary centre within the district for shopping, employment, cultural and community amenities[11]. Suburban centres are intended to provide more convenient access to amenities and become a focus for future intensive residential growth within and around those centres[12]. The WDP identifies Marsden Point / Ruakaka as a primary suburban node that will take on a role as a major employment node, retail centre and hub for community, recreational and entertainment facilities.[13]

[10] Objective 6.3.1
[11] Objective 6.3.5
[12] Objective 6.3.6
[13] Policy 6.4.5 Suburban Centres

The Plan Change area was zoned as 'Marsden Primary Centre' through an earlier private Plan Change. The objectives for the operative MPC seek to achieve a comprehensive urban development in the Marsden Point location which facilitates co-location of residential, commercial, employment, educational and recreational activities to avoid excessive commuting. The objectives also seek to increase employment opportunities in addition to commercial and residential capacity.

The Marsden City land was subject to a more recent private plan change – PC135 Great Northern Land Company. Lodged on 4 November 2016, the private plan change request sought to:

- Amend the Marsden Primary Centre Chapter by renaming two zones.
- Amend noise rules within the Marsden Primary Centre
- Consequential changes to the Noise and Vibration Chapter to change the application of the noise rules within sub-zones within the MPC.

The private plan change was made operative on 1 November 2017.

7.3.5 WDC Urban & Services Plan Changes

On 8 May 2019, WDC notified the U&S plan changes as part of their wider rolling review. The proposed urban plan changes, seek to replace the existing operative zones in the urban areas of Whangarei, Marsden Point, and Ruakaka with new zones developed in accordance with the NP Standards. The package of plan changes also includes new open space zones, and district-wide chapters (such as transport, three waters management and earthworks). As noted previously in section 5.3, the rezoning and reconsideration of the provisions for the Marsden Primary Centre were specifically excluded from the scope of the U&S plan changes.

Submissions and evidence on the U&S plan changes were heard by three Independent Hearing Commissioners over two weeks in November – December 2019. At the time of lodging this private plan change application on 24 March 2020, the U&S plan change hearings were closed. The formal right of reply from WDC staff and consultants had been finalised and was made publicly available on 31 January 2020, but no recommended decision from the Commissioners was available. As previously noted, the Decisions Version has now been released and took effect from 28 May 2020. The Environment Court Appeal period has now closed, with 27 appeals having been received. The commencement of formal mediation is currently pending.

There are obvious overlaps between the private plan change application and the U&S plan changes – Decisions Version. In particular, the proposed zones of the U&S plan changes – Decisions Version have been used as the underlying zoning within Marsden City, with a Marsden City Precinct applying overtop. In addition, a new bespoke

Marsden City Town Centre zone is proposed. The district-wide provisions (I.e. Transport, Three Waters Management, Earthworks etc.) will also apply.

Since lodgement, the Plan Change has been updated to align with the Decisions Version of the District Plan. It is acknowledged that these provisions are subject to change as a result of the Environment Court Appeals process. It is also anticipated that further revision of the private plan change provisions will be required as the U&S provisions proceed through the formal statutory process towards becoming operative.

7.3.6 Southpark's Submission on WDC Urban & Services Plan Changes

Southpark[14] made a submission on the U&S plan changes to ensure the strategic objectives and policies for growth acknowledge Marsden Primary Centre as an area in which to focus urban consolidation in addition to Whangarei City, existing suburban nodes, and rural villages. This submission was made because the Marsden Primary Centre forms its own distinct category as a satellite town within the centre's hierarchy for Whangarei. Southpark gave evidence in support of this submission at the hearing however, the requested relief was rejected in Council's decision. This was on the basis that there is no certainty that development is going to proceed on the site.

As previously outlined, a number of factors have led to a lack of development at Marsden City. Namely, the current mix of land uses are not practical or achievable. Additionally, the current MPC provisions are overly complex, and challenging to interpret and apply. The Plan Change is seeking to simplify the planning framework and establish a land use pattern which is consistent with expressed demand so that the area can be developed as envisioned within the higher-level strategic framework set out in the Growth Strategy.

This Plan Change request introduces a new Special Purpose Marsden Town Centre zone, a surrounding land use pattern and precinct provisions that will enable a hierarchy of density, diversity of residences, and a mix of uses, with a well-connected and coherent public transport, walking and cycling network as envisioned for Marsden in the Growth Strategy. Therefore, it is imperative that the strategic objectives of the WDC acknowledge the Marsden Town Centre as a higher order centre to ensure alignment of the WDC with the strategic growth documents and also to ensure there is vertical integration within the WDP. In this regard, changes to the UFD chapter (outlined previously in section 5.1.6) are crucial to clarifying the 'fit' and 'hierarchy' of the MTCZ within the wider District Plan framework.

[14] Southpark also represent "Marsden City Limited Partnership"

7.3.7 Whangarei Open Spaces Strategy

The Whangarei Open Spaces Strategy (2001) sets out how WDC will provide, develop, and maintain the network of open spaces within the district to meet the needs of future generations. The strategy includes an assessment of existing spaces, as well as future visions and priorities for open space.

A review of WDC's areas of open space has been undertaken as part of the recent U&S plan changes (PC115), where the concepts and guiding principles of the strategy formed the basis of the PC115 provisions. PC115 introduces district wide open space area objectives and policies and three new zones into the WDP; Conservation Zone, Sport and Active Recreation Zone, and the Open Space Zone.

While these provisions will be managed through the various chapters of the WDP, the Plan Change has been developed to align with this strategy. Pre-lodgement and post lodgement consultation with WDC's Parks and Infrastructure department informed the development of policy MCP-P10 (see **Appendix 13**) which will ensure that appropriate open space is considered and provided at the time of subdivision in the Marsden City Precinct.

7.3.8 Whangarei Active Recreation and Sport Strategy

The purpose of the Whangarei Active Recreation and Sport Strategy (2019) is to provide a high-level strategic overview of the current and future active recreation and sport facility needs for the district. It is focused on the provision of spaces and places for active recreation and sport, and aims to assist Council, active recreation and sport stakeholders, community organisations and funding agencies with future investment decisions.

With regards to the Plan Change, the strategy identifies that the Marsden Point / Ruakaka area is expected to experience some of the highest population increases in the district between 2018 – 2028. As such, a key outcome of the strategy is to address the need for additional capacity of sport and active recreation facilities within this area to cater for this population growth.

The strategy makes a number of recommendations to WDC on the manner in which it acquires and manages these facilities, none of which are particularly relevant to the Plan Change at present. However, the strategy is likely to be more applicable at the time of development, to guide considerations relating to the acquisition and subsequent management of the indicative Open Space areas within Marsden City.

At this stage, given the proposal has been developed in accordance with feedback received from WDC Parks and Infrastructure department, it is considered that the Plan Change is consistent with the strategy in so far as it provides Council the

opportunity to give effect to it in the future through the provision of open space at the time of subdivision in accordance with MCP-P10 (see **Appendix 13**).

7.3.9 Walking and Cycling Strategy

The Walking and Cycling Strategy (2018) provides a framework for increasing participation in walking and cycling as a principle transport mode within the district.

Within the strategy, a Tourism and Recreational Route map identifies preferred routes and options for the development of rural cycle paths. The routes provide opportunity for smaller rural communities to leverage economic benefit from these networks. While no routes directly pass through Marsden City, two major routes (being the Southern Connection Whangarei to Mangawhai and the Southern Connection Marsden Bylaw) are located within 3km of the site. Further, Marsden City is identified as a service centre on this map, being a key provider of accommodation and food and beverage facilities.

A key objective of the Plan Change is to facilitate the efficient development of Marsden City as the district's southern service centre. Further, as detailed within the Transport Assessment attached as **Appendix 10**, the walking and cycling infrastructure within Marsden City itself has been designed not only to provide these facilities within the site, but to connect to these existing and future walking and cycling routes. On this basis, the proposal is considered to be consistent with the Walking and Cycling Strategy.

7.4 IWI & HAPU MANAGEMENT PLANS

According to s74(2A) of the RMA, Council must take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority, to the extent that its content has a bearing on the resource management issues of the district. At present, there are five such documents:

- Te Iwi O Ngatiwai Environmental Policy Document (2007);
- Patuharakeke Te Iwi Trust Board Environmental Plan (2014);
- Ngati Hine Iwi Environmental Management Plan (2008);
- Ngati Hau Hapu Environmental Management Plan (2016); and
- Te Uriroroi Hapu Environmental Management Plan and Whatatiri Environmental Plan.

Each management plan is comprehensive and covers a range of issues of importance to the respective iwi. The management plans contain statements of identity and

whakapapa and identify the rohe over which mana whenua (and mana moana) are held.

Many of the identified issues within the five management plans relate to concerns over indigenous flora and fauna, minerals, soil, air quality and water quality particularly in regards industry and development activities. References to the Marsden / Ruakaka area were largely limited to Patuharakeke Te Iwi Trust Board Environmental Plan (**HEMP**).

As stated previously, pre-lodgement consultation was undertaken with the Patuharakeke Te Iwi Trust Board (**PTB**). A CEA was commissioned to identify any potential cultural effects associated with the proposal, as well as to provide an assessment of the Plan Change in relation to the HEMP. The CEA is attached as **Appendix 11**, with the HEMP specifically addressed within section 5 of that report. Furthermore, post lodgement of the Plan Change, MCLP has agreed to the inclusion of a Mana Whenua objective (MCP-O8) and policy (MCP-P11) (see **Appendix 13**).

8.0 CONSULTATION & ENGAGEMENT

Consultation with other landowners within the Marsden City Land and key stakeholders has been undertaken October 2019 – March 2020. Letters summarising the private plan change along with copies of a zoning concept plan (see **Appendix 14**) were sent to a number of parties as outlined below.

8.1 GREAT NORTHERN LAND COMPANY (GNLC)

GNLC own the majority of land to the south of MCLP's land in Marsden City. GNLC have been directly involved in discussions regarding the private plan change since it's commencement. GNLC generally support the provisions and Plan Change in principle, notwithstanding their desire to retain the right to make a submission on the plan change throughout the process to address specific provisions relating to their land. A letter of support from GNLC is provided in **Appendix 19**.

8.2 THIRD PARTY LAND OWNERS

All other third-party landowners within Marsden City were sent letters and copy of the concept plan. A small number of landowners responded to advise they either generally supported the private plan change, or sought clarifications or changes to the zoning framework. No responses opposing the plan change were received.

A summary of the responses received is attached as **Appendix 15**.

8.3 PATUHARAKEKE

Patuharakeke are the local hapu with mana whenua status of the Marsden Point / Ruakaka Area. Upon contact with them, Patuharakeke confirmed an interest in the private plan change and were subsequently commissioned, at their request and at the cost of the applicant, to prepare a Cultural Effects Assessment (**CEA**) – see **Appendix 11.** Furthermore, post lodgement of the Plan Change, MCLP has agreed to the inclusion of a Mana Whenua objective (MCP-O8) and policy (MCP-P11) (see **Appendix 13**).

8.4 NORTHPORT

Direct conversations were held with Northport representatives, but no formal written feedback was received prior to lodgement of the private plan change application.

8.5 REFINING NZ

Written comments from Refining NZ were received on 28 November 2019 – see **Appendix 16**. The comments confirmed that Refining NZ's key concern was reverse sensitivity, and identified "enduring no complaints covenants" on titles with new residential units as a possible solution to this concern. It is considered that there is no practical way to include a "no complaints covenant" type rule within the plan change provisions. Any such approach would need to be agreed to between Refining NZ and developers / landowners within Marsden City, outside of the plan change process and appropriately applied to titles.

8.6 NEW ZEALAND TRANSPORT AGENCY (NZTA)

Written comments from NZTA were received on 21 November 2019 – see **Appendix 17**. NZTA confirmed that they were supportive of the removal of the left turn in and out slip lanes.[15] However NZTA confirmed that they preferred the balance of the previous iteration of the plan change as the expanded residential areas has the potential to create a dormitory suburb reliant on increased numbers of car journeys.

8.7 KIWIRAIL

Written comments from KiwiRail were received on 3 December 2020 – see **Appendix 18**. KiwiRail have expressed an interest in the proposal due to the railway designation that applies to the North of the Marsden City site. KiwiRail has overall concerns

[15] These slip lanes were shown on a previous version of the concept plan, and were subsequently deleted following technical assessments and feedback from NZTA regarding their viability and acceptability.

regarding the reserve sensitivity effects of establishing the more sensitive activities in proximity to this designated (but not yet constructed rail line) and have identified specific issues relating to the U&S plan change submissions relating to 5m building setbacks from the railway corridor and performance standards for sensitive activities within 100m of the railway corridor.

9.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

Section 76 of the RMA states that in making a rule, the territorial authority must have regard to the actual or potential effect on the environment of activities including, in particular, any adverse effect. This section details the actual and potential effects that the Plan Change provisions may have on the environment. This assessment is based on analysis and reporting undertaken by various experts, which are attached as appendices to this report.

9.1 QUALITY BUILT ENVIRONMENT

The Urban Design Report prepared by Harrison Grierson identifies the opportunities and constraints presented by the plan change area and has provided a masterplan which has informed the Plan Change (refer **Appendix 8**). Since the lodgement of the Plan Change and Request for Further Information, MCLP have engaged Matt Riley from Barker and Associates to provide a more targeted Urban Design Assessment of the proposal (see **Appendix 21)**. This largely replaces and supersedes the HG Urban Design Report, Sections 3.0 and 4.0 in particular, although the Introduction in 1.0 and Site Analysis in Section 2.0 are still applicable.

The HG Urban Design Report and B&A Urban Design Assessment assists in defining the likely effects of the proposed design response, secured by the zoning layout and precinct provisions on the quality of the built environment. In the context of achieving a quality built environment, the proposal will:

- **Respond to intrinsic qualities:** The HG Urban Design Report and B&A Urban Design Assessment sets out the environmental conditions of the Plan Change area demonstrates how future development within the Plan Change area is able to respond to these conditions effectively. This includes concentrating densities adjacent to the Marsden Town Centre, providing for lower densities adjacent to State Highway 15A, ensuring development presents appropriate frontage, and adapting the existing road network to achieved a permeable, connected grid.
- **Hierarchy of centres:** The proposed Marsden Town Centre zone encourages the establishment of a comprehensively designed higher order centre at Marsden Point/Ruakaka as envisioned within the Growth Strategy. This centre will service the higher order retail, commercial, entertainment and civic needs of the

Marsden/Ruakaka community reducing the need to always have travel to Whangarei City Centre.

- **Housing Choice:** The proposal will contribute to a diverse mix of housing choice by providing for a range of densities and living opportunities within Marsden City. Residential density is proposed to transition from medium density housing adjacent to the town centre to low density residential housing abutting SH15 A to the east and rail to the North, which will provide the opportunity to live on larger lot sizes with a rural outlook. Between the Medium and Low Density zones the General Residential zone is proposed to be applied which will provide for traditional suburban living.
- **Resource and infrastructure efficiency:** The Plan Change seeks to apply zones that ensure infrastructure is used efficiently. Specifically, zones have been identified based on proximity to services, opens space amenity, site topography and interface conditions.
- **Safety of site, street & neighbourhood**: The Plan Change will ensure that future development contributes to the safety of the site, street and neighbourhood. This is achieved by requiring resource consent for multi-unit development and new buildings within the Marsden Town Centre zone, which will be assessed against matters that encourage buildings to address the street and provide an appropriate degree of activation and surveillance to it. Taking into account the existing greenfield environment, this is likely to result in development that enhances the safety of the street & neighbourhood beyond what currently exists in the surrounding area.
- **Pedestrian and cyclist safety:** The proposal will result in looped road system that offers multi-modal transport options and a connected pedestrian and cycle network to help reduce dependency on cars for travel. The cycleways and paths will provide connectivity between residential neighbourhoods to the proposed Marsden Town Centre and public open spaces.
- **Health and safety of people and communities:** The Plan Change promotes the health and safety of people and communities by managing any potential reverse sensitivity effects on future residents from State Highway 15A and the future rail designation. In particular the Low Density Residential and Mixed Use zones are proposed to be applied to the northern and eastern boundaries of the Plan Change area to limit the number of future residents exposed to noise effects from existing and proposed infrastructure. There is also the requirement to construct a noise bund/barrier along State Highway 15A and insulation requirements to limit any noise within dwellings.

For the reasons outlined above, in our opinion, the proposed rezoning and associated precinct rules are likely to have ***positive effects*** on the quality of the built environment, and development within the Plan Change area.

9.2 OPEN SPACE AND COMMUNITY FACILITIES

The applicant has sought guidance from the Council regarding the provision of open space that meets requirements to support future populations enabled by the Plan Change. Following pre-lodgement and post lodgement engagement with Council staff and in order to ensure that appropriate open space is considered and provided at the time of subdivision, policy MCP-P10 (Open Space) has been developed (see **Appendix 13**). Policy MCP-P10 requires particular attention to be paid to the provision of Open Space within Marsden City and is over and above what the WDP requires for the development of other urban land within the District. MCP-P10 will ensure that specific consideration of the provision of open space is considered at the time of subdivision within the Marsden City Precinct.

In relation to social facilities, the Plan Change incorporates a new Marsden Town Centre which will service the higher order retail, commercial, civic and entertainment needs of the future populations of the Plan Change area as well as the wider Marsden Point/ Ruakaka areas.

New schools will be likely be required to service urban growth in Marsden City. Noting that the Act provides a pathway for the Minister of Education to designate land for education purposes, there are a number of potential suitable areas within the Plan Change Area that could provide for the establishment of a school if and when required.

In summary, the Plan Change provisions will ensure the adequate provision of accessible and quality open space for future residents at the time of subdivision, in a manner consistent with how the WDP currently manages the provision of open space. The surrounding existing and planned amenities and social facilities, are and will be accessible by active and public modes of transport, and are or will be of a sufficient size to cater for the social and cultural needs and well-being of future residents of the Plan Change area.

9.3 ECONOMIC

An Economic Assessment for the Plan Change has been prepared by Property Economics and is included as **Appendix 5**, and update required for a response to the RFI. The report provides an assessment of the market potential for reconfiguring the land use mix away from the its primary industrial focus to a residential focus with supporting commercial and mixed-use land.

9.3.1 Business Land Requirements

The Economic Assessment calculates the land requirements for industrial, business, and retail use within the Marsden catchment to assess whether the proposed reduction in industrial and commercial land use will still meet future demand.

Industrial

The Economic Assessment has calculated the industrial land requirements for the Marsden catchment by 2043 and concludes that the Plan Change will not result in a shortage of industrial land. Currently there is approximately 600ha of light and heavy industry land in the Marsden catchment (excluding Marsden Point Port and Refinery land). The industrial land is estimated to be around 75% vacant and therefore has significant development potential. Consequently, around 540ha is available to accommodate future growth in industrial demand, with the Plan Change decreasing this marginally to around 410ha. Therefore, as detailed within the Economic Assessment, the current vacant industrial land capacity is more than sufficient to meet future demand, as even with the Plan Change zoning in place vacant industrial land capacity exceeds net additional demand by upwards of 350ha.

Retail, Commercial Service, and Commercial Office Land Requirement

The Economic Assessment has calculated retail, commercial service, and commercial office land requirements for the Marsden catchment and concludes that that the Plan Change will not result in a shortage of commercial land. The retail and commercial land requirement at Marsden is estimated to be 10.6ha by 2043, based on market growth. Currently there is approximately 40ha of commercial land in the Marsden catchment, of which 25-30ha of this is vacant. The Plan Change will decrease the quantity of commercial land in the Marsden catchment to approximately 28.2ha. This does not take the Mixed Use zoning proposed within the Plan Change area, for which can be used to accommodate a portion of retail, commercial office and commercial services activity. Therefore, there is sufficient commercial land capacity to meet future demand.

The Economic Assessment also acknowledges that the proposed consolidation of commercial land under the plan change to 8.4ha will provide a retail environment and shopping experience with more vibrancy and vitality when compared to the more dispersed pattern provided for under the operative MPC provisions.

9.3.2 Impact on the Vitality of the Wider Network of Centres

The Economic Assessment has considered the potential for adverse economic effects resulting from the Plan Change on the two main centres in the Marsden economic catchment, being the Ruakaka shops and Waipu.

The Ruakaka shops comprise approximately 7.5 ha of commercial zoned land and are primarily designed to service the local Ruakaka township. The Ruakaka shops occupy half of the commercially zoned land and consist of largely convenience-based retail, including a small supermarket, medical centre, and a pharmacy as well as financial, real estate, and food and beverage services. The Ruakaka shops are likely to predominantly service the northern half of the Marsden catchment for convenience retail and commercial service purposes. The Ruakaka shops have served a wider catchment only because the Marsden Primary Centre is yet to fully develop.

The Waipu centre consists of a Four Square supermarket, pharmacy, petrol station and health centre, as well as food and beverage and financial services. This centre largely services the local convenience needs of Lang's Beach and Waipu communities, as well as holiday makers to the area.

The proposed town centre within Marsden City will differ from the existing centres because with the commercial land provision of 8.42ha, the centre is likely to offer a more comprehensive and diverse offering of retail and commercial activities which are not offered elsewhere in the catchment. The Economic Assessment concludes that once fully developed, in terms of role and function, the proposed Marsden Town Centre will be a "higher-order" town centre compared to the Ruakaka shops and the Waipu centre and will draw customers from across the catchment.

In terms of the adverse effects from the development of the Marsden Town Centre on the Ruakaka shops and Waipu, the Economic Assessment reaches the following conclusions:

- The envisioned role and function for Marsden City as a higher order centre is already captured in the operative Marsden Primary Centre provisions. As such, the effects from Marsden City playing this role have already been considered and accepted within the WDP;
- The zoning pattern proposed under the Plan Change will reduce the amount of land which is currently zoned for retail and commercial development from that currently enabled under the WDP, decreasing the trade competition effects on Ruakaka shops and Waipu centre;
- Centres of different roles and functions work complementary to one another in a market, increasing efficiency through separation of retailing types; and
- The Waipu centre is a more distant centre servicing the southern component of the Marsden core market and therefore will likely maintain a convenience role.

9.3.3 Summary

The Plan Change will result in a reduction of industrial and commercially zoned land and will enable a more consolidated centre at Marsden City that will fulfil the role as a higher order centre. The proposed reduction of industrial and commercially zoned land under the Plan Change is more in keeping with demand and will not result in a shortage of business land. The effects of the higher order centre at Marsden on the existing local convenience centres have already been accepted when the Marsden Primary Centre provisions were included in the WDP. That being said, the Plan Change and the proposed Marsden town centre has a different role and function and should complement the existing lower order convenience centres in the vicinity.

9.4 TRANSPORT

An Integrated Transport Assessment (**ITA**) has been undertaken by Flow Transportation Specialists Ltd in support of the Plan Change request and is included at **Appendix 10** to this report along with the response to from Flow to the RFI

Key matters addressed in the ITA include the following:

a) The appropriateness of the proposed transport network within the Plan Change area; and

b) The additional upgrades that may be required and the timing of those upgrades to enable development envisioned by the Plan Change.

These matters are addressed in turn below.

9.4.1 The Proposed Transport Network – Road Network

There is an existing road network within the Plan Change area which is of a layout that aligns with the predominantly industrial land use provided for under the current MPC provisions. It is intended to implement a road typology hierarchy that better fits and aligns with the proposed residential and commercial nature of the Plan Change activities. This will require alterations to some of the existing roads and the creation of new residential roads. The exact form and function of the road network within the Plan Change area will be determined as part of future resource consent applications and guided by the road sections and indicative road network specified within the Marsden City Precinct.

The Marsden City Precinct includes indicative road cross sections to ensure that the road network within the Plan Change area is a slow speed environment, reflective of the predominantly residential proposed land uses. These cross sections include provision of pedestrian and cycle paths to ensure an integrated transport network that promotes safety and all modes of transport.

It is not intended to provide transport links to the north outside of the Plan Change area at this stage. However, there are north-south aligned roads that extend to the edge of the development area and the rail designation. These can connect with a future train station if desired or provide a further link to McEwan Road.

9.4.2 The Proposed Transport Network – Public Transport Network

The intersections and main roads within Marsden City can accommodate buses and possible bus routes for the Plan Change area have been developed. The ITA indicates that ideally, bus services should operate as soon as major trip generating activities within the Plan Change area are initiated. In particular, a route serving the centre and medium density residential areas would provide an alternative to car travel.

The rail corridor designation is located north of the Plan Change area. If the rail line is constructed, passenger services may be possible to and from Whangarei and Auckland. However, the timeline for such a scenario is uncertain at this stage.

9.4.3 Effects on the External Transport Network

Traffic modelling has been undertaken to assess the effects of development enabled by the Plan Change on traffic flows at key intersections. The modelling has also identified intersections that will require upgrading and how these upgrades will be coordinated with the release of residential, retail, and commercial capacity.

In general, the modelling has found that development enabled by the Plan Change can be accommodated by the surrounding transport network provided the following intersection upgrades are completed when nominated development thresholds are exceeded:

- *SH15/McCathie Road/One Tree Point Road intersection* - the existing layout as a staggered T-intersection will be unable to accommodate the full development traffic of the Plan Change area and surrounding traffic growth. Accordingly, this T-intersection will need to be upgraded to a roundabout.

- *One Tree Point Road/Pokapu Road Intersection* - The intersection is currently a priority-controlled intersection with left turn slip lanes and will need to be upgraded to a signalised intersection or a roundabout.

- *One Tree Point Road /Casey Road* - The intersection of One Tree Point Road and Casey Road is currently a priority-controlled intersection with left turn slip lanes and will need to be upgraded to a roundabout.

To ensure that development within the Plan Change area is coordinated with these intersection upgrades, the Plan Change proposes a transport staging rule which limits

the number of dwellings and commercial and retail GFA (in m^2) within the Plan Change area as outlined in **MCP-R4**. When this rule is triggered, a transport assessment will be required to determine if the identified intersection upgrades are required if they are not yet installed.

9.4.4 Transport Summary

The effects of the Plan Change on the existing and future transport network have been assessed in the ITA and are determined to be acceptable. The ITA has shown that extent of development enabled by the Plan Change can be accommodated on the surrounding road network while maintaining acceptable levels of safety and efficiency with three additional staged intersection upgrades in place. The Plan Change includes a rule to sequence development with the delivery of this infrastructure. The Plan Change will also enhance accessibility all modes of transport within the Plan Change area by providing a connected an integrated road network which provides for cyclists and pedestrians and creates linkages to the new Marsden City Town Centre.

9.5 NOISE

The current noise and vibration rules that apply in the Marsden Primary Centre are based on a land use pattern which primarily provides for industrial activities. Now that it is proposed to amend the land use pattern towards a more residential focus rather than industrial use, the noise controls are also proposed to be amended to reflect these changes. An overview of the proposed amendments is provided in Section 5.1 and an Acoustic Assessment has been prepared by Marshall Day Acoustics to support the Plan Change application, and is included as **Appendix 6** along with Marshall Day's response to the RFI. These proposed changes are broadly identified below.

Nosie Effects Internal to the Plan Change Area

Town Centre (Noise Zone 3)

The noise limits that are proposed to apply to the Marsden Town Centre zoned land (Noise Zone 3 limits) allow for a greater intensity of use in order to place fewer restrictions on commercial activities. For instance, the noise levels will allow for common commercial activities, such as loading dock noise without noise barriers or café noise from dining patrons. The noise limits that are proposed have been selected on the basis that residential use in these zones is not common. If residential use does establish on the town centre land, the proposed acoustic insulation rule will ensure that these land uses retain appropriate levels of amenity.

Residential Areas (Noise Zone 2)

The noise limits that are proposed for the residential areas are lower to provide for residential use.

Land Adjoining SH15A and Future Marsden Rail Link (Noise Zone 2A)

The land adjoining SH15A and the Marsden Rail link is largely proposed to be Low Density Residential Zone and Mixed Use Zone. As such, the noise limits that are proposed to apply are those that apply within the residential areas (Noise Zone 2). In addition to these noise limits, additional controls are applied to manage reverse sensitivity on SH15A and the Future Marsden Rail Link, of which are discussed further below.

Reverse Sensitivity Effects on Industrial Land Uses

The Marsden Point area contains industrial land use activities that play an important role in the economy of the region. Refining NZ, Northport and other industrial activities nearby operate at all times of the day and night. The Plan Change proposes to increase the proportion of residential land which could increase the potential for reverse sensitivity effects on these industrial activities. The Acoustic Assessment concludes however, that given the significant distances involved, the intensification of residential activity within the Plan Change area does not represent a major risk to the operation of the industrial sites at Marsden Point.

Reverse Sensitivity Effects on SH15A and Marsden Rail Corridor

The Plan Change area is bound by SH15A and the Marsden Rail Corridor designation. To manage reverse sensitivity effects arising from residential activities establishing on land adjacent to these transport corridors, the proposed noise and vibration rules require dwellings to be constructed to meet sound insultation requirements. In addition, there is a proposed requirement to construct a 3m high noise barrier / bund adjacent to SH15A if residential units are constructed withing the Low Density Residential Zone within the Noise Zone 2A (see MCP-R3). This will significantly reduce noise from the state highway and also help manage reverse sensitivity effects on state highway operations. The Acoustic Assessment concludes that these proposed rules will ensure that potential rail and vehicle noise received inside dwellings will be consistent with Kiwirail and NZTA guidelines for permitted noise sensitive activities adjacent to rail corridors and the state highway network.

In addition to the above, and following advice from Marshall Day in response to the RFI from WDC, Marshall Day have undertaken a review of other detailed assessments that they have carried out for residential developments near busy rail lines. On the basis of this review, Marshall Day have recommended, and the applicant has accepted the following:

- Land within 70m of the Future Marsden Rail link designation boundary approximately 100m from the 'at speed future main rail' has been rezoned to Commercial Zone.
- A new precinct rule MCP-R6 (see **Appendix 13**) has been inserted making noise sensitive activities[16] within 70m of the Oakleigh to Marsden Point Rail Link Designation boundary (KRH-2) a non-complying activity.

Summary

The Acoustic Assessment concludes that the proposed package of noise controls will appropriately manage noise effects to an acceptable level for the proposed land use and will effectively manage reverse sensitivity effects of residential development adjacent to the state highway and the future Marsden Rail Corridor.

9.6 SERVICING

Although the Plan Change area appears to be greenfield in nature, it has been zoned for urban development for the past ten years, with a number of developments establishing during this time. The Plan Change area is currently serviced to cater for a predominantly industrial form of land use. To determine if upgrades are required to support the change in land use to predominantly residential, a Three Waters Capacity Investigation has been undertaken by Harrison Grierson, which is included at **Appendix 9** to this report. In summary:

- The Plan Change area is currently serviced by existing public infrastructure intended to service industrial development;
- The proposed change in land use will result in a significant increase to both the wastewater and water demand due to a more intensified and widespread residential environment;
- In relation to water supply, the area is serviced by a trunk 5,000mm nominal diameter water main which should have reasonable capacity to serve the area with some augmentation to comply with the WDC level of service standard;
- The area is currently serviced by wastewater infrastructure however, this infrastructure will need to be upgraded to cater for peak flows from development within the Plan Change area. The extent of the infrastructure upgrades required will be determined at the resource consent stage;

[16] As defined in Decisions Version of the District plan "Noise Sensitive Activities means those activities that involve habitation of people within which concentration (of thoughts) is required and includes, residential activities, marae, hospitals, and education facilities, excluding Airport staff and aviation training facilities or aero clubs (other than airport staff" training facilities).

- The Plan Change will increase the proportion of impervious coverage and some on-site attenuation may be required to deal with peak flows to enable the existing stormwater infrastructure to deal with peak flows;
- The eastern portion of the Plan Change area is identified as being "flood susceptible" and this may affect the nature of development that could be consented. This will be investigated further at the resource consent stage in response to a particular development proposal;
- There will likely be need for some infrastructure upgrades in the event of a complete build out of the plan change area however, the required upgrades will be determined at the time of development and through a resource consent process; and
- The Marsden City Precinct includes a rule requiring that adequate wastewater, stormwater and water services are established at the time of development in accordance with the District Wide Three Water's chapter and the WDC Engineering Standards.

Based on this analysis, development of the Plan Change area can largely be serviced by existing infrastructure. Some targeted upgrades may be required once development concepts are confirmed, of which will be assessed in more detail at the time of development through the resource consent process.

9.7 SUMMARY OF EFFECTS

The actual and potential effects of the proposed Plan Change have been considered above, based on extensive reporting and analysis undertaken by a wide range of technical experts. On the basis of this analysis, it is considered that the area is suitable for the land use pattern enabled by the Plan Change and the proposed precinct provisions will result in positive effects on the environment in terms of the social and economic well-being of the community. Where adverse effects are anticipated, the proposed policies and rules of the Plan Change, in addition to those of the WDP, will ensure they are appropriately avoided, remedied or mitigated.

10.0 SECTION 32 ANALYSIS

10.1 APPROPRIATENESS OF THE PROPOSAL TO ACHIEVE THE PURPOSE OF THE ACT

Section 32(1)(a) of the RMA requires an evaluation to examine the extent to which the objectives of the proposed Plan Change are the most appropriate way to achieve the purpose of the RMA.

10.1.1 Objectives of the Plan Change

The purpose of the Plan Change is to deliver a viable and sustainable town centre in the Ruakaka / Marsden Point area and additional land for housing and commercial use, with a supporting network of open spaces. The Plan Change also seeks to simplify the planning provisions that apply to Marsden City.

The proposed Marsden City Precinct incorporates the following objectives to guide development within the Plan Change area:

(1) Marsden City Precinct is developed in a comprehensive and integrated way to provide for a compatible mix of residential living, commercial and employment.

(2) Different types of housing and levels of intensification are enabled to provide a choice of living environments.

(3) Development positively engages with the street and provides quality on-site residential amenity for residents.

(4) Development is supported by appropriate infrastructure and services to meet development capacity.

(5) Access to the precinct occurs in an effective, efficient and safe manner that manages effects on One Tree Point Road, State Highway 15 and the surrounding road network.

(6) Manage reverse sensitivity effects between zones and incompatible land use activities.

(7) Create a strong network of public open space, including places to enjoy a range of active and passive recreational activities whilst also enhancing the local ecology.

(8) Recognise and provide for the relationship of mana whenua and their culture and traditions with their cultural landscapes in the future development of the Marsden City Precinct.

The proposed Special Purpose Marsden Town Centre Zone includes the following objectives to guide the development of the Town Centre:

(1) Marsden Town Centre Zone is an attractive, safe and vibrant place to live, work and visit with a range of residential, commercial, retail and entertainment activities.

(2) The primacy, function and vitality of the Whangarei City Centre Zone is protected.

(3) Development is of a form, scale and design quality that reinforces Marsden Town Centre Zone as the primary focal point for the Marsden Point – Ruakaka community.

(4) Residential activities within the Marsden Town Centre Zone are allowed, while ensuring that these are appropriately located and enabling the full range of activities anticipated.

10.1.2 Assessment of the Objectives against Part 2

Section 5 of the RMA identifies the purpose of the RMA as being the sustainable management of natural and physical resources. This means managing the use, development and protection of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being and health and safety while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

The objectives of the Plan Change are consistent with Section 5 of the RMA for the following reasons:

- The revised land use pattern will provide opportunities for a higher order town centre with access to the state highway network and beside a possible future rail line to service the employment, retail, entertainment and commercial requirements of the growing Marsden Point and Ruakaka population.
- The Plan Change will provide quality housing opportunities and a mix of housing typologies on land adjoining the town centre and the future rail corridor, enabling communities to provide for their social and economic well-being.
- Development will be coordinated with the delivery of required infrastructure, resulting in sustainable development.
- The effects on the existing state highway and future rail corridor from surrounding residential development will be managed appropriately.

Section 6 of the Act sets out a number of matters of national importance which need to be recognised and provided for in achieving the purpose of the RMA. This includes the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins; protection of outstanding natural features and landscapes, the protection of areas of significance indigenous vegetation and significant habitats of indigenous fauna; maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers; the relationship of Maori and their culture and traditions with their ancestral lands,

water, sites, waahi tapu, and other taonga; the protection of historic heritage; the protection of protected customary rights and the management of significant risks from natural hazards.

The Plan Change does not compromise the recognition of, or provision for these matters of national importance for the reasons set out in Section 6 of the report above. In particular, the Plan Change Area is not located within the recently mapped Coastal Area, there is no known protected historic heritage, natural features or indigenous vegetation on the site and the proposal will not involve significant risks from natural hazards. Furthermore, mana whenua (Patuharakeke) have been actively consulted and resourced to provide their own assessment of their relationship with their culture and traditions as it relates to their wider ancestral lands in Marsden Point / Ruakaka.

Section 7 of the RMA identifies a number of "other matters" to be given particular regard by Council. Specific matters from section 7 that are relevant to the Plan Change include:

- *b) The efficient use and development of natural and physical resources* - The Plan Change will support the efficient use of natural and physical resources by applying precinct provisions that will provide for a more achievable and practicable land use pattern including a higher order town centre and residential development to meet the needs of the growing Ruakaka / Marsden Point community.
- *c) The maintenance and enhancement of amenity values* and *f) Maintenance and enhancement of the quality of the environment* - The proposed precinct provisions will enable a connected and high quality urban environment to be achieved that responds to the specific land characteristics of the site and edge conditions. The provisions that will apply to future development under the WDP will ensure that a high quality, built environment is achieved.

Section 8 requires Council to take into account the principles of the Treaty of Waitangi. It is considered that this proposal will not offend against the principles of the Treaty of Waitangi. In particular, the Applicant has actively consulted with mana whenua (Patuharakeke) and resourced them to provide their own assessment of the impacts that the Plan Change will have on them.

The Plan Change is a more effective means of achieving the sustainable management purpose of the RMA than the current planning framework or an alternative (as detailed below). Overall, it is considered that the objectives of the Plan Change are the most appropriate way to achieve the purpose of the RMA.

10.2 APPROPRIATENESS OF THE PROVISIONS TO ACHIEVE THE OBJECTIVES

10.2.1 The Objectives

Section 32(1)(b) of the RMA requires an evaluation to examine whether the provisions (e.g. policies and methods) of the proposed Plan Change are the most appropriate way to achieve its objectives by:

- Identifying other reasonably practicable options for achieving the objectives;
- Assessing the efficiency and effectiveness of the objectives; and
- Summarising the reasons for deciding on the provisions.

As the proposed Plan Change is amending the WDP, the above assessment must relate to the provisions and objectives of the proposed Plan Change, and the objectives of the WDP to the extent that they are relevant to the proposed Plan Change and would remain if the Plan Change were to take effect[17].

The objectives of the Plan Change and the proposed provisions in the Plan Change and the relevant objectives of the WDP can be categorised into the following themes:

- Theme 1: Land use options
- Theme 2: Coordinating development with transport infrastructure
- Theme 3: Managing reverse sensitivity on State Highway 15A and the rail corridor designation
- Theme 4: Achieving integrated and quality development across Marsden City
- Theme 5: Appropriate provisions for Low Density Residential Zone
- Theme 6: Height Limits
- Theme 7: Prohibited Activities

The following sections address the matters set out in Schedule 1 and Section 32 of the RMA on the basis of the themes listed above.

10.3 OTHER REASONABLY PRACTICABLE OPTIONS FOR ACHIEVING THE OBJECTIVES

10.3.1 Theme 1: Land Use Options

The operative WDP objectives and the proposed objectives within the Urban Services Plan Change which have relevance to Theme 1 include:

[17] RMA s32(3)

WDP Objectives

- 6.3.5 Maintain and strengthen the city centre (CBD and Town Basin) as the primary centre within the District for shopping, employment, city living, and culture and entertainment, tertiary education, hospitals and other services and ensure that development in other locations do not compromise this role.
- 6.3.6 Provide accessible and convenient suburban centres, and focus future intensive residential growth in and around those centres.
- 6.3.8 Maintain and enhance accessibility for communities and integrate land use and transport planning.
- 6.3.10 Manage the location of retail activities to ensure they support a consolidated urban form, and support long-term vitality and viability of existing centres.
- 6.3.11 Ensure that infrastructure services are provided to existing and newly urbanised areas in an efficient and effective manner that avoids, remedies and mitigates potential adverse effects on the environment.
- 6.3.12 Avoid conflict between incompatible land use activities as a result of subdivision and urban development.
- 6.3.15 Provide and increase the amount and usability of, and access to, quality open space for the social and cultural well-being of a growing population,
- 6.3.16. 1. Provide access to education opportunities, and community infrastructure as a result of urban growth.
- 6.3.16.2. Maintain and encourage pathways for the use of cycleways and walkways within and adjacent to targeted growth areas.
- 6.3.18 Ensure high quality urban design outcomes for the CBD, suburban nodes and rural villages through processes established in accordance with the New Zealand Urban Design Protocol.

Urban and Services Plan Changes Objectives – Decisions Version [18]

- UFD-O1 – Residential and Business Demand: Ensure that there are sufficient opportunities for the development of residential and business land to meet demand.
- UFD-O2 – Urban Design: Promote high quality urban design that responds positively to the local context and the expected outcome for the zone
- DGD-O3 – Growth: Accommodate [000133] future growth through:

    1. Urban consolidation and intensification of Whangārei City, Marsden Primary Centre, existing Local Centre and Rural Village Zones.

    2. Avoiding urban development sprawling into productive rural areas.

[18] The provisions listed here and throughout the s32 are from Council's Decisions Version noting that some of these provisions are subject to appeal.

- DGD-O5 - Incompatible Activities and Reverse Sensitivity: Avoid conflict between incompatible land use activities from new subdivision, use and development.
- DGD-O7 – Onsite and Reticulated Infrastructure: Provide efficient and effective onsite and reticulated infrastructure in a sustainable manner and co-ordinate new land use and development with the establishment or extension of infrastructure and services.
- DGD-O8 – Cultural Values: Ensure that growth and development takes into account Māori cultural values.
- DGD-O9 – Land Use and Transport Planning: Maintain and enhance accessibility and safety for communities and integrate land use and transport planning.

In determining the most appropriate method for achieving the objectives of the Plan Change, existing objectives in the ODP, and the proposed U&S objectives consideration has been given to the following other reasonably practicable options:

Option 1: Status quo (Marsden Primary Centre Provisions)

This option involves retaining the operative Marsden Primary Centre provisions. These include precinct plans that show an indicative urban land use pattern for land immediately north of the Plan Change area which is currently zoned RPE.

Option 2: Delete the Marsden Primary Centre Provisions and rezone the Plan Change Area.

This option involves deleting the Marsden Primary Centre provisions from the WDP and rezoning the Plan Change area. The rezoning will apply standard WDC plan zones introduced through the Urban and Services package of plan changes in accordance with the zoning plan in **Appendix 4**. However, under Option 2, the Marsden Town Centre would be zoned Local Centre Zone.

This option relies on the underlying WDP provisions to control development and does not introduce bespoke provisions.

This option also deletes the operative Marsden Primary Centre precinct plans that show an indicative urban land use pattern for land immediately north of the Plan Change area which is currently zoned RPE.

Option 3: Preferred option – Proposed Plan Change

This option involves deleting the Marsden Primary Centre provisions and rezoning the Plan Change area. The rezoning will apply standard WDC plan zones introduced through the U&S Plan Changes in accordance with the zoning plan in **Appendix 4**.

This option introduces a new Special Purpose – Town Centre zone to apply to the centre. It also applies a precinct to the Plan Change area that includes bespoke controls for transport, urban design, and reverse sensitivity.

This option deletes the operative Marsden Primary Centre precinct plans that show an indicative urban land use pattern for land immediately north of the Plan Change area which is currently zoned RPE.

Evaluation of the alternative options have been summarised in the below table.

Table 10.3.1.1: Summary of Options Analysis for Theme 1 Addressing S32(2) Matters

Benefits	Costs	Efficiency and Effectiveness
Option 1: Status quo (Marsden Primary Centre Provisions)		
Economic Reduced costs in developing the Plan Change area as the existing roads will not require upgrading to accommodate pedestrian and cycling consistent with surrounding residential development. Removes the cost of initiating a plan change for the applicant. Environmental, Social and Cultural None Identified.	Economic The overly complex provisions are difficult and expensive to interpret and have contributed to a lack of development within the Plan Change area despite the fact that infrastructure, including roads and lighting, are already established. The Economic Assessment by Property Economics (see **Appendix 5**) has demonstrated that the current mix of land uses are not practicable or achievable. Environmental Without an appropriate planning and land use framework it is unlikely that the Plan Change area will be developed for the intended use. Social The operative land use pattern does not provide for sufficient residential use or areas of open space to support the growing population in the Marsden / Ruakaka area. Cultural None Identified.	Efficiency and Effectiveness This option is ineffective and inefficient and is not in keeping with Objectives 6.3.10 and UFD-01. The proposed land use mix, as the Economic Analysis undertaken to inform this Plan Change has shown, that the current land use mix is not practicable or achievable. This option is highly inefficient as the provisions are so complex, they are unworkable. This option is more effective at achieving Objectives 6.3.12 and DGD-05 than Option 2 as it does not give rise to any potential reverse sensitivity effects on SH15A and the future rail corridor given it does not provide for residential zones within the Plan Change area.

Option 2: Delete the Marsden Primary Centre Provisions and Rezone the Plan Change Area		
Economic Removes the cost of developing bespoke rules for the applicant. Provides the simplest planning framework to interpret and apply as this option relies on the underlying standard zoning with no additional controls. Environmental None identified. Social The precinct provides for more appropriate land use and less complex plan change which increases the likelihood of the Plan Change area being developed in a manner envisioned by the underlying zoning and creating a new community. Cultural The land use pattern, particularly the proposed application of the Mixed Use zone provides opportunities for community facilities to be integrated through the Plan Change area in close proximity to residential development.	Economic The perceived loss of development potential to landowners north of the precinct through the deletion of the indicative land use pattern for this land. This cost is perceived only as the land is zoned RPE. As such, a plan change is required to apply urban zoning to the land in accordance with the indicative land use pattern shown in the precincts. The density provisions for the Low Density Residential zone are not the most efficient use of land as they are based on the need to include on-site servicing, of which is not required in Marsden City as existing infrastructure is already in place. Environmental Future and existing residents of Marsden Point will have to commute to Whangarei City to access the services, amenities and employment opportunities that a higher order town centre offers. The reliance on the underlying zone provisions will mean that potential reverse sensitivity issues between the noise from State Highway 15A and the future rail corridor are not appropriately managed. Simply applying zones will not require the development of an integrated road network with footpaths and cycleways. Social	Efficiency Option 2 is inefficient as it does not stage the development of the Plan Change area with the required transport infrastructure upgrades which is not in keeping with Objectives 6.3.8 and DGD-09. Option 3 is inefficient as there is no requirement for development to be serviced by stormwater, wastewater and water supply infrastructure which is not in-keeping with Objectives 6.3.11 and DGD-07. Option 3 is inefficient as there is no requirement to provide pedestrian paths and cycleways which is in keeping with Objective 6.3.16.2. Effectiveness Option 3 is less effective at achieving Objectives 6.2.5, 6.3.6 and DGD-03 as it does not enable a higher order town centre at Marsden which the Economic Assessment and higher order policy direction has shown is required. This option does however, enable intensive development around the centre to consolidate growth around the centre and use urban zoned land more efficiently. This option will not effectively achieve Objectives 6.3.12 and DGD-05 as it does not manage any potential reverse sensitivity between future residential development and SH15A and the future rail corridor. Option 3 is less effective at achieving Objectives 6.3.18 and

	This option provides less certainty for landowners, developers and the community about the pace of development of the Plan Change area. Cultural None Identified.	UFD-02 as it does not include bespoke urban design rules beyond those of the underlying zone. This option is in keeping with Objectives 6.3.10 and UFD-01 as the proposed land use mix has been informed by an Economic Analysis.
Option 3: Preferred option – Proposed Plan Change (Delete the Marsden Primary Centre Provisions, Rezone the Plan Change Area, Apply a Precinct to the Plan Change Area and Introduce Special Purpose Marsden Town Centre Zone)		
Economic Enables the staged development of the Plan change area as infrastructure upgrades are completed, providing additional business and residential capacity in the short term. A higher order town centre is required to service the existing and future residents of Marsden/Ruakaka, given the constraints at Ruakaka shops which will prevent this centre ever fulfilling this role. This option makes more efficient use of the Low Density Zoned land through introducing a minimum net site area that reflects that the area is serviced and so land for onsite servicing is not required. Environmental The provision of a higher order town centre at Marsden City will service Marsden Point / Ruakaka area, reducing the need to travel to Whangarei City further afield,	Economic The perceived loss of development potential to landowners north of the precinct through the deletion of the indicative land use pattern for this land. This cost is perceived only as the land is zoned RPE and so a plan change is required to apply urban zonings in accordance with the indicative land use pattern to create any development rights. This option is heavily reliant on infrastructure/funding agreements that sit outside the WDP. There is nothing in the WDP to tie the release of development capacity with the delivery of infrastructure. Additional precinct rules create and additional layer of complexity within the planning framework for the landowner/developer. Additional costs to developer for delivering pedestrian paths and cycleways. Environmental, Social and Cultural None identified.	Efficiency Option 3 is most efficient at achieving Objective 6.3.8 and DGD-09 as it includes precinct provisions to stage the development of the Plan Change area with the required transport infrastructure upgrades. Option 3 is efficient as the requirement for development to be serviced by stormwater, wastewater and water supply infrastructure which is clearly set out within Three Waters Management Chapter which is in keeping with Objectives 6.3.11 and DGD-07. Option 3 is efficient as the requirement to provide pedestrian paths and cycleways is clearly set out within precinct rules which is in keeping with Objective 6.3.16.2. Effectiveness Option 3 will effectively achieve Objective 6.2.5, 6.3.6 and DGD-03 as it enables the development of a higher order town centre at Marsden City which compliments but doesn't compete with the Whangarei City Centre. This option enables intensive development around

subsequently helping to address associated effects such as traffic congestion. The introduction of a precinct ensures that potential reverse sensitivity issues between the noise from SH15A and the future rail corridor can be managed through bespoke rules. The precinct enables the introduction of bespoke rules for development in the residential, mixed use and commercial zones to ensure a high standard of amenity and urban design, while still providing flexibility for developers. The precinct will require the delivery of pedestrian footpaths and cycleways to promote active modes of transport. <u>Social</u> Provides greater certainty for the Council, community, developers and landowners about the nature, extent and pace of development of Marsden City. <u>Cultural</u> The land use pattern, particularly the proposed application of the Mixed Use zone provides opportunities for community facilities to be integrated through the Plan Change area in		the town centre to consolidate growth around the centre and use urban zoned land more efficiently. This option is the most effective option at achieving Objectives 6.3.12 and DGD-05 as it includes rules to manage any potential reverse sensitivity between future residential development and SH15A and the future rail corridor. Option 3 is most in keeping with Objectives 6.3.18 and UFD-02 as it includes bespoke urban design rules to ensure that development results in high urban amenity. This option is most in keeping with Objectives 6.3.10 and UFD-01 as the proposed land use mix and extent of retail activity has been informed by an Economic Analysis.

close proximity to residential development. The Precinct specifically includes the inclusion of a Mana Whenua objective (MCP-O8) and policy (MCP-P11) (see **Appendix 13**) which will ensure that these values are recognised and taken into account during development.		

10.3.1.1 Summary of Reasons for Deciding on the Provisions

Option 3 is the preferred option. Deleting the Marsden Primary Centre provisions and introducing the Marsden City Precinct and Marsden City Town Centre Zone, is the most appropriate mechanism for achieving the objectives of the WDP. Option 3 enables the development of a higher order town centre at Marsden City which compliments, but doesn't compete with, the Whangarei CBD. This option enables intensive development around the town centre to use urban zoned land more efficiently and applies a land use mix which is more aligned to demand, based on a comprehensive economic assessment. The precinct will ensure that growth is integrated with the delivery of the required infrastructure, results in a quality built environment and provides for active modes of transport through the provision of cycleways and pedestrian paths.

10.3.2 Theme 2: Coordinating the development of land with transport infrastructure

The operative WDP objectives and the proposed objectives within the Urban Services Plan Change which have relevance to Theme 2 include:

WDP Objectives

- 22.3.1 Establish and maintain a safe and efficient road transport network.
- 22.3.3 Protect the road transport network from the adverse effects of adjacent land use, development or subdivision.

Urban and Services Plan Changes Objectives – Decisions Version

- TRA-02 Integrate Transport and Landuse Planning: Integrate land use and transport planning to ensure that land use activities, development and subdivision maintain the safety and efficiency of the transport network.
- TRA-03 Active and Public Transport: Encourage and facilitate active transport and public transportation
- TRA-06 – Future Growth: Ensure that future growth can be supported by appropriate transport infrastructure.

In determining the most appropriate method for achieving the objectives of the Plan Change, consideration has been given to the following other reasonably practicable options:

Option 1: Status quo (no provisions to coordinate the development of land with transport infrastructure).

This option involves putting in place urban zoning and coordinating the development of land with transport infrastructure within processes and agreements which sit outside of the WDP.

Option 2: Coordinate the development of land with transport infrastructure within the WDP through an external trip cap.

This option coordinates development with the delivery of required transport infrastructure within the WDP through the inclusion of staged limits on vehicle trips to and outside of the precinct (external trip cap). Under this approach all development will require resource consent to show compliance with the external trip cap.

Option 3: Preferred option – Proposed Plan Change (coordinate the development of land with transport infrastructure within the WDP through a transport staging rule)

This option coordinates development with the delivery of required transport infrastructure within the WDP through the inclusion of a transport staging rule. The transport staging rule ensures that development does not exceed the dwelling, retail GFA or commercial GFA thresholds until such time as the required intersection upgrades are assessed at the time of development to determine whether they are required.

Subdivision and development that does not comply with transport staging rule requires resource consent as a restricted discretionary activity, with targeted assessment criteria to assess effects on the transport system.

Evaluation of the alternative options have been summarised in the below table.

Table 10.3.2.1: Summary of Options Analysis for Theme 2 Addressing S32(2) Matters

Benefits	Costs	Efficiency and Effectiveness
Option 1: Status quo (No provisions to coordinate the development of land with transport infrastructure)		
Economic Removes the cost of developing rules for the applicant and developers	Environmental and Economic: This option is heavily reliant on infrastructure/funding agreements that sit outside	Efficiency and Effectiveness This option is not efficient or effective in achieving Objectives 22.3.1 and 22.3.3 or Objectives TRA-02

Benefits	Costs	Efficiency and Effectiveness
within the Marsden City area. <u>Social, Environmental and Cultural</u> None Identified.	the WDP. There is nothing in the WDP to tie the release of development capacity with the delivery of transport infrastructure. <u>Social</u> This option does not provide as much certainty to landowners and developers. <u>Cultural</u> None Identified.	and TRA-06 as there are no provisions within the plan to decline applications for development which cannot be serviced by transport infrastructure.
Option 2: Coordinate the development of land with transport infrastructure within the WDP through an external trip cap		
<u>Environmental</u> The rule more closely aligns with the activity that generates effects on the transport network. <u>Social, Environmental and Cultural</u> None Identified.	<u>Social</u> This option does not provide as much certainty to landowners and developers. <u>Environmental</u> This option may result in landowners and developers competing to use up vehicle trip capacity and is potentially better suited where the land is within single ownership. This will be mitigated if there is a development/funding agreement in place. <u>Economic</u> Requires greater monitoring by Council when compared to Option 1. Small scale developments will have to prepare Integrated Transport Assessments to show compliance with the vehicle trip cap.	<u>Effectiveness</u> This option is potentially more effective at achieving Objectives 22.3.1 and 22.3.3 because it more clearly regulates the effects of the activities on the environment, rather than the activities themselves. <u>Efficiency</u> This option is less efficient at achieving Objectives TRA-02 and TRA-06 and coordinating development with transport infrastructure than Option 3 because small scale development with limited effects on the transport network would need to prepare Integrated Transport Assessments.

Benefits	Costs	Efficiency and Effectiveness
Option 3: Preferred option – Proposed Plan Change (Coordinate the development of land with transport infrastructure within the WDP through a transport staging rule)		
Economic, Social and Environmental: Provides certainty for the community, developers and landowners about the nature, extent, and pace of development of Marsden City and can tie in closely with a funding and development agreement that sits outside of the WDP. Small scale developments which will not have an effect on the transport network will not have to prepare Integrated Transport Assessments. Cultural None Identified.	Economic and Environmental Requires greater monitoring by Council than Option 1. This option may result landowners and developers competing to use up development capacity. This will be mitigated if there is a development/funding agreement in place.	Effectiveness This option is effective in achieving Objectives 22.3.1 and 22.3.3 and Objectives TRA-02 and TRA-06 as there are clear provisions within the plan to decline applications for development which cannot be serviced by transport infrastructure. Efficiency This option is more efficient at achieving Objectives TRA-02 and TRA-06 and coordinating development with transport infrastructure than Option 2 because small scale development with limited effects on the transport network will not be required to prepare Integrated Transport Assessments.

10.3.2.1 Summary of Reasons for Deciding on the Provisions

Option 3 is the preferred option. Coordinating development with the delivery of required transport infrastructure through the inclusion of a transport staging rule is the most appropriate mechanism for achieving the objectives of the WDP and the U&S Plan Changes. The proposed provisions will stage the release of development capacity with the delivery of required infrastructure whilst allowing minor infringements if an assessment targeted to effects on the transport network finds that any effects are an acceptable level. Therefore, the provisions are consistent with Objectives 22.3.1 and 22.3.3 or Objectives TRA-02 and TRA-06.

10.3.3 Theme 3: Managing reverse sensitivity on State Highway 15A and the rail corridor designation

The operative WDP objectives and the proposed objectives within the Urban Services Plan Change which have relevance to Theme 3 include:

WDP Objectives

- NAV.3.1 To enable a mix of activities to occur across a range of Environments, while ensuring that noise and vibration is managed within appropriate levels for the health and wellbeing of people and communities, and for the amenity and character of the local environment.
- NAV.3.2 To ensure that activities that seek a high level of acoustic and vibration amenity do not unduly compromise the ability of other lawful activities to operate.

Urban and Services Plan Changes Objectives – Decisions Version

- DGD-O5 - Incompatible Activities and Reverse Sensitivity: Avoid conflict between incompatible land use activities from new subdivision, use and development.

In determining the most appropriate method for achieving the objectives of the Plan Change, consideration has been given to the following other reasonably practicable options:

Option 1: Do not include additional precinct rules that require additional insulation of dwellings and the construction of a noise barrier in Noise Area 2A.

This option does not involve any additional precinct controls to manage the effects of noise and relies on the underlying zone and noise and vibration provisions.

Option 2: Preferred option – Proposed Plan Change

This option also includes additional precinct controls which require the establishment of a 3m high noise barrier / bund adjacent to SH15A if residential units are constructed within 75m of the road. This option also includes additional precinct controls that require sound insulation requirements for dwellings.

Evaluation of the alternative options have been summarised in the below table.

Table 10.3.3.1: Summary of Options Analysis for Theme 3 Addressing S32(2) Matters

Benefits	Costs	Efficiency and Effectiveness
Option 1: (Manage reverse sensitivity on State Highway 15A and the rail corridor designation through reliance on the zoning pattern proposed as part of this plan change)		
Economic The construction of dwellings is potentially	Environmental Will potentially give rise to adverse effects on future	Efficiency and Effectiveness While Option 1 does not introduce additional costs to

less costly under this option than Option 2 as there is no need to meet ventilation/insulation requirements. Less costs for developer as there is no requirement to construct a noise bund / barrier. <u>Social, Cultural and Environmental</u> None identified.	residents from noise from State Highway 15A and the future rail corridor. Will potentially give rise to reverse sensitivity effects on existing operations in the vicinity as there is no additional requirement to insulate and shelter residential dwellings from noise effects. <u>Social</u> Less certainty for new residents as to whether there is sufficient protection against highway noise or noise from the future rail corridor when indoors. <u>Cultural and Economic</u> None identified.	landowners and developers, the proposed provisions are not an efficient and effective way to achieve Objectives NAV.3.1,NAV.3.2 and DGD-O5 as these provisions offer no protection to future residents from highway noise or noise from the future rail corridor. This may consequently give rise to potential reverse sensitivity on these surrounding existing operations.
Option 2: Plan Change: Manage reverse sensitivity on State Highway 15A and the rail corridor designation through a combination of a responsive zoning pattern, insulation requirements for sensitive uses and a noise bund		
<u>Environmental</u> Adverse effects on future residents from noise from SH15A and the future rail corridor are mitigated through the requirements in the proposed rules. Reverse sensitivity effects on the Port and industrial operations from increased residential development within the area are managed more effectively. <u>Social</u> More certainty for new residents that dwellings are built to a standard	<u>Economic</u> Potential increase in the cost of building dwellings due to the need for ventilation/insulation requirements. However, it is noted that sound insulation requirements already existing for Marsden City in the operative NAV chapter. Additional costs for developer in constructing the noise bund. <u>Social, Cultural and Environmental</u> None identified.	<u>Efficiency and Effectiveness</u> While there are associated costs to landowners and developers, the proposed provisions are the most efficient and effective way to achieve Objectives NAV.3.1,NAV.3.2 and DGD-O5 as these provisions protect future residents from highway noise or noise from the future rail corridor and in doing so manages any potential reverse sensitivity on existing activities in the vicinity.

that will provide sufficient protection against highway noise or noise from the future rail corridor when indoors. <u>Economic</u> As the proposed land use mix has transferred from a more industrial focus to a more residential focus, Marshall Day have recommended a removal of sound insulation requirements that currently apply centrally in the site. As a result, the costs of development within these areas will be less compared to the status quo. <u>Cultural</u> None identified.		

Option 2 is the preferred option. The inclusion of additional insulation requirements for dwellings and the construction of a noise bund within Noise Area 2A will protect future residents from highway noise or noise from the future rail corridor. In doing so, this also manages any potential reverse sensitivity on these surrounding existing activities. Therefore, the provisions are consistent with Objectives NAV.3.1, NAV.3.2 and DGD-O5.

10.3.4 Theme 4: Achieving integrated and quality development across Marsden City

The operative WDP objectives and the proposed objectives within the U&S plan changes which have relevance to Theme 4 include:

WDP Objectives

- 6.3.16(2) Maintain and encourage pathways for the use of cycleways and walkways within and adjacent to targeted growth areas.
- 6.3.18 Ensure high quality urban design outcomes for the CBD, suburban nodes and rural villages through processes established in accordance with the New Zealand Urban Design Protocol.
- 22.3.1 Establish and maintain a safe and efficient road transport network.

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- UFD-O2 – Promote high quality urban design that responds positively to the local context and the expected outcome for the zone.
- UFD-O3 – Maintain the range of amenity values and characteristics of the Urban Area while enabling appropriate use and development.

In determining the most appropriate method for achieving the objectives of the Plan Change, consideration has been given to the following other reasonably practicable options:

Option 1: Status quo (District Wide and Zone Provisions)

This option involves relying on the district wide and zone provisions within the WDP to achieve an integrated road network, high degree of amenity and urban design outcomes.

Option 2: Preferred option – Proposed Plan Change

The proposed Marsden City Precinct and the Special Purpose Marsden Town Centre zone contain a number of bespoke provisions to guide the development of buildings and roads within the Plan Change area:

- New buildings and additions within the Marsden Town Centre zone require resource consent to ensure development results in a high amenity and vibrant environment;
- Additional rules and rule criteria require specific frontage treatments to ensure development complements the unique character and setting of Marsden City;
- Additional rules are proposed to provide for multi-unit development within the Medium Density and General Residential zones, with targeted matters of discretion to assess effects on the streetscape, as well as on the privacy for residents;
- Additional outlook rules have been incorporated within the Mixed Use and the Marsden Town Centre zones to ensure higher density residential developments have a reasonable level of amenity;
- A building height flexibility control has been introduced to encourage buildings with pitched roofs within the Low Density Residential and General Residential zones;
- Reduced building heights within the Marsden City Commercial zones, noting the distance from the town centre and proximity to residential zoned land; and

- Street cross sections and indicative street layouts are included within the Marsden City Precinct to guide the development of roads to ensure there is an integrated transport network.

Evaluation of the alternative options have been summarised in the below table.

Table 10.3.4.1: Summary of Options Analysis for Theme 4 Addressing S32(2) Matters

Benefits	Costs	Efficiency and Effectiveness
Option 1: Status quo (District Wide and Zone Provisions)		
Economic A less complex set of planning provisions will apply within the Plan Change area. Social, Cultural and Environmental None identified.	Environmental There is no requirement to create an integrated road network which caters for cyclists and pedestrians. Economic There are economic costs for developers who may need to marginally infringe the height limit to include a pitched roof. Social and Cultural None identified.	Efficiency and Effectiveness Option 1 is ineffective as the indicative primary road network and road sections are not shown in the plan, so piecemeal and ad hoc development may occur. Without the guidance of a precinct, the Plan Change area is unlikely to be developed in a comprehensive and coordinated manner.
Option 2: Plan Change		
Environmental This option will result in a higher standard of onsite amenity for residents in high density developments within the Mixed Use or Special Purpose Marsden Town Centre zone through ensuring there is outlook and access to daylight. The reduced building heights within the Commercial zones will create an appropriate transition in density and visual bulk when considering the location of the proposed Commercial zones with	Economic A more complex set of provisions will apply in the Plan Change area which could result in more costs for the developer. Social, Cultural and Environmental None identified.	Efficiency and Effectiveness This option is the most effective option as the plan change provisions ensure that development will occur in an integrated and co-ordinated way. This option will efficiently and effectively achieve 6.3.16(2) through ensuring that streets provide for pedestrian and cycle paths. This option is efficient and effective as it is in keeping with UFD-O2 as it includes tailored provisions to bespoke a high level of integrated design that will result in a high amenity urban environment.

regards to the Marsden Town Centre zone and adjoining residential zones. Increases the amenity values of the Plan Change area as the future residents will enjoy connected street network which offers safety to pedestrians and cyclists. <u>Economic</u> Cost to future applicants to prepare resource consent applications assessing additional planning provisions and implementing the requirements. There is more flexibility within the height limit to create buildings with pitched roofs. This should minimise the amount of time and cost delays associated with minor height infringements to accommodate pitched roofs. <u>Social</u> The delivery of buildings within the town centre and commercial zones that contribute to a vibrant urban environment will assist with creating a high amenity community focal point. <u>Cultural</u> None identified.		This option is efficient and effective as it is in keeping with UFD-O3 as it will ensure that all residents of the Plan Change area enjoy reasonable levels of amenity.

10.3.4.1 Summary of Reasons for Deciding on the Provisions

Option 2 is the preferred option. The inclusion of tailored provisions within the Plan Change area will ensure that development is comprehensively designed and integrated, resulting in a high amenity urban environment. Therefore, the provisions are consistent with Objectives UFD-02 and UFD-03.

10.3.5 Theme 5: Appropriate provisions for Low Density Residential Zone

The operative WDP objectives and the proposed objectives within the Urban Services Plan Change which have relevance to Theme 5 include:

WDP Objectives

- 8.3.7 Subdivision and development that provides for comprehensive development of land with a range of allotment sizes and is appropriate to the character of the Environment in which it is located.

Urban and Services Plan Changes

- LDRZ-O1 – Character: Maintain and enhance the low density and spacious character of the Low Density Residential Zone.
- LDRZ-O2 – Amenity: Subdivision and development maintain on-site amenity and the amenity of adjoining Low Density Residential Zone sites.

In determining the most appropriate method for achieving the objectives of the Plan Change, consideration has been given to the following other reasonably practicable options:

Option 1: Status quo (Low Density Residential Zone Provisions)

This option involves applying the maximum density, building coverage, and impervious area rules from the Low Density Residential Zone.

Option 2: Preferred option – Proposed Plan Change

This option involves amending the maximum density in the Low Density Residential Zone from one principle residential unit per 2,000m² to one principle unit per 800m² where the unit is connected to a reticulated sewerage, or one unit per 2,000m^2 where no connection is provided. In addition, consequential amendments to the building coverage and impervious area rules are proposed to reflect the smaller lot sizes.

Evaluation of the alternative options have been summarised in the below table.

Table 10.3.5.1: Summary of Options Analysis for Theme 5 Addressing S32(2) Matters

Benefits	Costs	Efficiency and Effectiveness
Option 1: Status quo (Low Density Residential Zone Provisions)		
Economic A less complex set of planning provisions as applicants can rely on the underlying zone. Environmental Perceived character benefits as this option retains a larger density. This benefit is perceived only as the greater minimum site size is based on the need to accommodate onsite servicing. Option 2 will still maintain a difference in character between the residential zones. Minimum site size will provide a high level of onsite amenity and amenity to adjoining properties. Social and Cultural None Identified.	Economic Costs to developer as inefficient use of land set aside for Low Density Residential Zone. Environmental, Social and Cultural None Identified.	Efficiency and Effectiveness Option 1 is less efficient and effective at achieving Objectives 8.3.7 and LDRZ-O1. The density requirement in the Low Density Residential Zone is much greater than what is required to maintain a difference in character between the residential zones and relates more to the need to provide onsite servicing, of which is not required in the Plan Change area.
Option 2: Plan Change		
Economic Allows for more efficient use of the land set aside for Low Density Residential Zone given the Plan Change area can be serviced and therefore larger lot sizes are not required to accommodate onsite servicing. Environmental	Environmental Perception that reducing the density requirement may erode the difference in character between the residential zones. This cost is perceived only as the greater minimum site size is based on the need to accommodate onsite servicing. Option 2 will still maintain a difference in character between the residential zones.	Efficiency and Effectiveness Option 2 will achieve Objectives 8.3.7 and LDRZ-O1 as the density requirement (1 dwelling every 1,00m²) is much larger than the density requirement in the General Residential Zone (1 dwelling every 450m²), effectively maintaining a distinguished low density character.

Will maintain a distinct difference between the character of the residential zones as the density requirement is still significantly larger than the General Residential Zone. Minimum site size will retain a high level of onsite amenity and amenity to adjoining properties. <u>Social and Cultural</u> None Identified.	<u>Economic, Social and Cultural</u> None Identified.	

10.3.5.1 Summary of Reasons for Deciding on the Provisions

Option 2 is preferred. Amending the density provisions for the Low Density Residential zone and making consequential amendments to the building coverage and impervious area rules will allow for more efficient use of the land while maintaining a difference in character between the residential zones. Therefore, the provisions are consistent with Objectives 8.3.7 and Objectives LDRZ-O1 and LDRZ-O2.

10.3.6 Theme 6: Height Limits

The provisions of the operative WDP (Marsden Primary Centre Environment) and the proposed Urban Services Plan Change which have relevance to Theme 6 include:

WDP – Marsden Primary Centre Environment

- Mainstreet: minimum height of 7m
- Residential policy areas (Medium & Low Density): maximum height of two stories
- All other residential policy areas: maximum six stories
- Mixed Use 1 Industry Policy Area: maximum 9m
- Mixed Use 2 Policy Area: maximum 15m
- In all other areas of the Industry Environment: maximum 20m except where a building exceeds a height of 35m for no more than 25% of the net site area when the site is occupied by buildings that exceed 20m in height.

Urban and Services Plan Changes

- Permitted building and major structure height limits:
  - City Centre zone = minimum building height of 3 stories, maximum 16m[19]
  - Mixed Use zone = maximum 16m
  - Medium Density Residential zone = maximum 11m
  - General Residential zone = maximum 8m[20]
  - Low Density Residential zone = maximum 8m.

In determining the most appropriate method for achieving the objectives of the Plan Change, consideration has been given to the following other reasonably practicable options:

Option 1: Status quo (Retain Marsden Primary Centre building height)

This option involves retaining the height limits of the operative Marsden Primary Centre Environment chapter of the WDP.

Option 2: Preferred option – Proposed Plan Change

This option involves largely replicating the height limits of the underlying U&S zones within the Marsden City Precinct, being the; Mixed Use, Medium Density, General Residential, and Low Density Residential zones. In addition, the proposed Marsden City Town Centre zone proposes a maximum permitted building height of 16m, which has been modelled off the proposed City Centre Zone. It is acknowledged that reduced building height limits are proposed within the Marsden City Commercial zones, however this has been addressed under the Theme 4 assessment in section 10.3.4 above.

Evaluation of the alternative options have been summarised in the below table.

Table 10.3.6.1: Summary of Options Analysis for Theme 6 Addressing S32(2) Matters

Benefits	Costs	Efficiency and Effectiveness
Option 1: Status quo (Marsden Primary Centre Provisions)		
Economic Removes the cost of preparing bespoke provisions for the applicant.	Environmental, Social and Economic The overly complex provisions are difficult and expensive to interpret. In addition, given the change in land uses and	Efficiency and Effectiveness This option is not an effective or efficient mechanism of achieving the objectives. The height limits of the WDP are overly complex and correspond

[19] Under appeal (000133 – Kāinga Ora)
[20] Under appeal (000133 – Kāinga Ora)

Environmental, Social and Cultural None identified.	general shift away from industrial development, the WDP height limits are no longer appropriate or fit for purpose. Cultural None identified.	with precinct plans and policy areas that are proposed to removed. As such, the WDP height limits are no longer appropriate for the proposed land uses.
Option 2: Plan Change		
Environmental and Social Incorporating the height limits of the underlying zones within the precinct provides certainty for the applicant, Council, and submitters on the plan change - particularly given the proposed U&S plan changes are still undergoing statutory consideration. Maintains consistency for plan users as Option 2 uses standardised zone-specific height limits. A height limit of 16m will facilitate the development of Marsden City as a town centre, identifying a clear visual distinction in built form between the site and other local centres. Cultural Lower maximum height limits (from 20m provided by the WDP) are less likely to impose on cultural viewshafts. Economic	Environmental, Social, and Economic Without a minimum building height restriction in the Town Centre zone, small-scale development may compromise intended development outcomes. Utilising the same height limit as the City Centre zone (16m) may be perceived to compromise the function and role of the Whangarei City Centre. Cultural None identified.	Efficiency and Effectiveness This option is the most efficient and effective method of achieving the objectives, particularly by managing built development to create a sense of place and create a retail core in the heart of Marsden City. With regards to concerns over development compromising the function and role of the City Centre, these are perceived only and are more appropriately controlled via economic-based floor area restrictions, as opposed to bulk and location controls. From a plan administration perspective, the adoption of U&S plan change height limits will improve consistency in bulk and location controls within the Plan. By incorporating these within the precincts, this also provides additional control to manage any changes to the height limits as the plan changes progress through their statutory process.

Fewer consenting costs as no minimum building height restrictions are proposed within the Marsden City Town Centre zone.		

10.3.6.1 Summary of Reasons for Deciding on the Provisions

Option 2 is preferred as the height limits contained within the operative WDP are no longer fit for purpose. Implementing standardised height limits that correspond with those proposed for the U&S zones will improve consistency for plan users, and clarity for developers. The height limits of the proposed Marsden City Town Centre zone and subsequent increase in built form will also visually distinguish Marsden City from smaller local centres.

10.3.7 Theme 7: Prohibited Activities in Special Purpose Marsden Town Centre Zone

The provisions of the operative WDP (Marsden Primary Centre Environment) and the proposed U&S Plan Changes (City Centre Zone) which have relevance to Theme 7 include:

WDP – Marsden Primary Centre Environment

- Prohibited activities:
    - The use or occupation of any building in the Commercial Policy Area prior to the upgrading of Mainstreet, as depicted in the "Proposed Mainstreet Road cross-section" in Diagram 1, Attachment 1 of the Precinct Plan;
    - Factory farming, mineral extraction, food irradiation;
    - Activities involving bone boiling or crushing; fish cleaning, curing and processing; flax pulping; flock manufacturing or teasing of textiles; refuse accumulation; disposal of sewage; storage, drying or preserving of bones, hides, hooves, or skins; tallow melting, tanning; wood pulping; wool scouring;
    - An activity that is classified as an offensive trade in the Health Act 1956; and
    - The use, storage or on-site movement of hazardous substances that do not comply with the specified conditions in Part B: Specific Effects Thresholds in Section E.

Urban and Services Plan Changes – City Centre Zone

- Prohibited activities: Plantation Forestry, Intensive Livestock Farming, Farm Quarrying, General Industry, Manufacturing, Storage, Repair and Maintenance Services, Marine Industry, Waste Management Facility, and Landfill.

In determining the most appropriate method for achieving the objectives of the Plan Change, consideration has been given to the following other reasonably practicable options:

Option 1: Status quo (Retain Marsden Primary Centre Provisions)

This option involves retaining the prohibited activities of the operative Marsden Primary Centre Environment under the WDP.

Option 2: Urban & Services Plan Changes (Adopt City Centre Zone Prohibited Activities)

This option involves applying the prohibited activities from the proposed City Centre Zone under the U&S plan changes.

Option 3: Preferred option – Proposed Plan Change

This option involves amending the prohibited activities from the proposed City Centre Zone under the U&S plan changes to reflect the Marsden City context. These amendments include providing for farming, storage (including post offices), and general industry (including research laboratories associated with educational facilities) as non-complying activities as opposed to prohibited.

Evaluation of the alternative options have been summarised in Table 10.3.7.1.

Table 10.3.7.1: Summary of Options Analysis for Theme 7 Addressing S32(2) Matters

Benefits	Costs	Efficiency and Effectiveness
Option 1: Status quo (Marsden Primary Centre Provisions)		
Economic Removes the cost of preparing bespoke provisions for the applicant. Environmental, Cultural, Social None identified.	Environmental and Social The inability to apply for resource consent to establish commercial development within the town centre until the 'main street' is established has and will continue to hinder the development of the area. Without an appropriate planning framework, it is unlikely that the Plan Change	Efficiency This option does not represent an efficient way of achieving the objectives. The operative provisions require the retail core of the Marsden Town Centre to straddle a small section of Casey Road and precludes any commercial development from proceeding until such time that a 'main street' is established.

	area will be developed for the intended use. Economic The overly complex provisions are difficult and expensive to interpret and have contributed to a lack of development within the Plan Change area, despite the fact that infrastructure is already established. Cultural None identified.	This option is highly inefficient as the provisions are so complex, they are unworkable. Effectiveness This option is not an effective way of achieving the objectives as requiring a 'main street' concept for the development of a retail centre is no longer consistent with best practice urban design.
Option 2: Urban & Services Plan Changes (City Centre Zone)		
Environmental and Social Provides consistency for plan users and sets clear development expectations for centres within the district. Economic Removes the cost of developing bespoke rules for the applicant. Cultural None identified.	Environmental, Social and Economic Potential for unforeseen consequences in prohibiting development that provides core social infrastructure, including; storage activities (includes post offices) and general industry (includes research laboratories associated with education facilities). Prohibiting farming activities may reduce landowner's ability to continue to utilise land for small-scale rural practices until such time as the area is developed for commercial purposes. Cultural None identified.	Efficiency and Effectiveness While option 2 presents efficiencies in utilising the existing provisions of the City Centre zone, it is not considered an effective way of achieving the objectives. Considering the activities captured under the definitions of 'storage' and 'general industry', prohibiting these activities is unlikely to enable the provision of necessary social infrastructure to support the establishment of a town centre.
Option 3: Plan Change		

Economic and Social Acknowledges the greenfield nature of the site, and provides for continued use of rural land for farming activities until such time as the area is developed. Provides a more appropriate activity status for a range of activities commonly associated with and otherwise provided for within town centre environments. Environmental and Cultural None identified.	Environmental and Social A non-complying activity status creates the potential for other Storage and General Industry activities to obtain consent to establish within the Marsden City Town Centre zone. Economic Increased costs for developers to obtain non-complying resource consent. Cultural None identified.	Efficiency and Effectiveness This option represents an efficient use of existing rural land, while providing a consenting pathway for the provision of these services to establish within the town centre. This option is an efficient and effective means of achieving the objectives as it provides tailored provisions that reflect the Marsden City context, while facilitating the transition of the area to a high-quality urban environment.

10.3.7.1 Summary of Reasons for Deciding on the Provisions

Option 3 is preferred. The inclusion of tailored provisions applying to the Plan Change area will ensure that the Marsden City context is provided for and that appropriate social infrastructure can establish. This will in turn support the development of the Plan Change area and is comprehensively designed and well-integrated, resulting in a well-serviced urban environment.

10.4 RISK OF ACTING OR NOT ACTING

In this case, it is considered that there is sufficient information about the subject matter of the provisions to determine the range and nature of environmental effects of the options set out in Tables 10.3.1.1 – 10.3.7.1 above. For this reason, an assessment of the risk of acting or not acting is not required.

11.0 CONCLUSION

This report has been prepared in support of Marsden City Limited Partnership's request for a Plan Change to the provisions of the WDP. The Plan Change seeks to delete the Marsden Primary Centre Environment provisions, rezone the Plan Change area with a selection of standard WDC urban zones, apply a bespoke Marsden City Precinct, introduce and apply a Special Purpose Marsden Town Centre zone, and

amend the Noise and Vibration Chapter in respect of rules that affect the Plan Change area.

The request has been made in accordance with the provisions of Schedule 1; Section 32 of the Resource Management Act 1991.

Based on an assessment of environmental effects and specialist assessments, it is concluded that the proposed Plan Change will have positive effects on the environment in terms of the social and economic well-being of the community. Other potential effects are able to be managed through the application of the WDP zone and district-wide provisions.

An assessment against the provisions of section 32 of the RMA is provided in section 10 of the report. This includes an analysis with respect to the extent to which the objectives of the plan change are the most appropriate to achieve the purpose of the RMA and an examination of whether the provisions of the plan change are the most appropriate way to achieve the objectives.

For the above reasons, it is considered that the proposed Plan Change accords with the sustainable management principles outlined in Part 2 of the RMA and should be accepted and approved.

MEETING MINUTES

B&A
Urban & Environmental

Project: Marsden City Redevelopment

Date: Monday 17 September 2018

Time: 1.30 – 3.30pm

Location: Whangarei District Council Offices, Whangarei

Attendees: WDC:

- Melissa McGrath (**MMG**) - District Plan Manager
- Heather Osborne (**HO**) - Infrastructure & Services Planner
- Murray McDonald (**MMD**) - Resource Consents Manager
- Jeffrey Devine (**JD**) - Roading Manager
- Andrew Carvell (**AC**) - Waste Drainage Manager
- Andrew Venmore (**AV**) - Water Services
- Lynne Dahl (**LD**) - Development Contributions
- Aubrey Gifford (**AG**) - Parks & Recreation Department Representative
- Simon Charles (**SC**) - Water Services.

Project team

- David Badham (**DB**) - Planning lead, Barker & Associates
- Stacey Sharp (**SS**) - Planning assistance, Barker & Associates
- Ian Craig (**IC**) - Harrison Grierson - Urban Design
- Megan Tongue (**MT**) - Harrison Grierson - Landscape Architecture
- John Sax (**JS**) - CEO - South Park Corporation
- Paul Gray (**PG**) - Great Northern Land Company.

Agenda

1. Introductions
2. Status Quo Structure Plan option
3. Proposed Structure Plan presentation
4. Access to Port Marsden Highway - consultation with NZTA
5. Non-Statutory Design
6. Infrastructure & Services Feedback
7. Planning Options - RC vs Plan Change
8. Plan Change Process - Urban & Services Plan Changes
9. Next Steps

Action Items

- **Melissa McGrath** (**MMG**) to provide feedback on how the northern half of the Master Plan is to be dealt with and on the suggested structure for the new provisions.
- **Jeff Devine** (**JD**) to provide B&A team with a copy of Council's Transportation Strategy for the Ruakaka area (via MM)
- **Heather Osborne** (**HO**) to liaise with Parks Department and provide feedback to B&A regarding their ideal size and number of parks & open spaces and the potential relocation of an existing community building (hall/church etc.).
- **Heather Osborne** (**HO**) to advise on vested area of reserve land - confirming the status of vesting process.
- **David Badham** (**DB**) to recommence conversations with Council following discussions with the Project Team on way forward for Plan Change (private plan change vs Council adoption as part of the Urban & Services Review).

MEETING MINUTES

B&A
Urban & Environmental

Meeting Notes

1. **Introductions**
   - DB introduced the project team and outlined the agenda for the meeting.
   - JS presented on the background of his vision for the land and outlined a desire to make Marsden City a more workable and livable place.

2. **Status Quo Structure Plan option**
   - IC gave an overview of existing situation:
     - MPC land is currently somewhat of a ghost subdivision.
     - Top two thirds of the MPC land contained within Precinct 1 and 2 is majority owned by SCL, with majority of the remaining third owned by GNLC (also involved in collaborative development discussion).
     - Current market is not looking for the quantities of Industrial/Mixed Use land that the MPC provisions originally envisaged.
     - Current MPC provisions are severely restrictive and look to enforce a main street vision on development that has had limited success around NZ.
     - The current land allocation for residential development is too small to support the intended town centre and even the yield (about 220) shown in the sketch in Precinct Plan 1 relies on intensive terraced typologies. The question was raised whether the scale of residential anticipated under of the current development provisions could achieve the intended identity of a satellite town with strong pedestrian linkages.
     - Current roading pattern is designed for heavy industrial traffic. The question remains on how do you make a town centre/residential area function with industrial traffic traversing through it.

3. **Proposed Structure Plan presentation**
   - Residential development:
     - Proposing 33ha of residential development as opposed to 7ha as currently drafted by the MPC provisions. Approximately 750 dwellings anticipated based on a realistic mix of retirement units and freehold developments of various typologies).
     - Both GNLC and South Park looking to encourage residential development to support the development of the town centre.
   - Mixed use:
     - Softer (with commercial focus) form of development anticipated as opposed to the industrial focus anticipated by the operative provisions.
     - Example - the existing gym facility developed]in the GNLC land.
   - Retail core:
     - Approximately in the same place as existing retail zoning but could be extended.
     - Creating two distinct entry points - work the branding.
   - Internal roading:
     - Two entrances proposed - one residential and one commercial.
     - Acknowledging the difficulties in delivering main street - instead looking to establish a heart to the centre based on core area plazas as part of private development instead of a 'main street' concept straddling and existing public road

- Effectively completes a loop to avoid industrial traversing through residential/commercial areas.
- Promoting additional north-south roads to create residential sized land blocks.
- Access in/out of Port Marsden Highway.
- Proposed to utilise existing roundabouts as way-finding devices/central points.

- Open space:
  - Shifting the emphasis of the neighbourhood base into the centre of the development.
  - Neighbourhood park sized at the moment rather than large sports field to encourage positive usable open space rather than a large desolate area.

4. Access to Port Marsden Highway - consultation with NZTA

- Slip lanes onto the Port Marsden Highway are a key feature of the current proposal.
- DB provided an update on ongoing dialogue with NZTA indicating that initial discussions had commenced, but that no formal response had been received.
- It was acknowledged that NZTA's support for the proposed slip lanes was an important factor for the development and that the implementation of such a design will avoid industrial traffic travelling through residential and commercial areas and adversely impacting on amenity and traffic safety in these areas.

5. Non-Statutory Design

- MT provided an overview of the non-statutory design aspects of the proposal, of which are summarised below:
  - General:
    - The overall design intent is looking at utilising the beach/coastal/harbour areas and residual bush areas to develop a unique character and identity to the site.
  - Road cross sections:
    - Need to improve the roading network, cycle paths, streetlights, street trees.
  - Residential outcomes and themes:
    - Focus is on creating amenity within the site as it is noted there is no harbour/beach outlook for these sites when compared to other developments in Marsden Point/Ruakaka.
    - Contemporary coastal influence. Whether conventional lots sizes or more intensive development is sought is up for discussion, feedback requested from Council on these matters.
    - Design guidelines / architectural review committee/panels proposed (large focus on architectural amenity). Clarified that this was to be controlled by the developer via land covenants or other mechanisms.
  - Retail outcomes and themes:
    - Local café established first to encourage residential development
    - Community hall, Structure of parks, Playground to kickstart residential area. Feedback requested on Council's intentions for such spaces.
    - Developer intends to remain involved to create the town centres image to distinguish the area from the existing Ruakaka development.
  - Landscape themes:
    - Developing over time - potentially rural/industrial or marine character.

6. **Infrastructure & Services Feedback**
    - Existing water supply designed for industrial (firefighting requirements, main roughly 450mm in size) - potential over supply for residential development. No connections were provided to lots as limited information available to determine usage/size of the connections required.
    - Marsden Highway - the question remains on how to provide water supply to the eastern side of mixed use area.
    - It was noted that supply in this area is not high pressure - multi-storey buildings might have supply issues (however, design solutions are available to remedy this).
    - Roading cross-sections - beware of lighting/roading conflicts and trees/amenity. MT clarified that roading improvements are looking to do this with islands extended into the existing carriageway space SCL is proposing maintain existing servicing berms etc. and still have lighting in the outer berm. Council's feedback was that it's important to retain long-term opportunities for maintenance of the trees. Council infrastructure team offered to provide examples on how this has been achieved in the past if required.

7. **Planning Options - RC**
    - RC option fairly inconclusive from preliminary studies - highly likely to carry a prohibited activity status. MPC provisions are targeted at a specific development outcome. Notwithstanding the potential for a prohibited activity status, B&A team have ruled out this option as Council could grant a high level resource consent for the LUC, but at the time of building, developers may need to seek individual resource consents at each stage. Not a sustainable or efficient and effective option.
        - Feedback from MMD generally agreed about resource consent not being suitable for most outcomes shown on the Proposed Structure Plan. Don't take existing structure as an example.

Planning Options – Plan Change

- Plan Change - timely. It was acknowledged that the District Plan has come a long way since MPC chapter completed. Plan Change option is the intended mechanism to make this development happen. Project team seeking feedback on how this would be dealt with - adopted with Urban & Services plan changes as part of the rolling review or submitted as a private plan change.
    - Market isn't supporting the current dev. outcomes sought - proven by how empty it is.
    - Suggested technical information requirements:
        - Geotech/site suitability reports to address SW network issues through that site - acid-sulphate soils. Also, wastewater - timing and upgrade of treatment plant and any earthworks for the Industrial area (longer term)
        - Noise reports (buffer areas).
        - Economic assessment regarding feasibility for change in land use distribution. Consideration required for how this will affect WDC's modelling undertaken in the MR Cagney report.
        - Urban design input – project team to confirm how the urban design aspects will be incorporated into the DP or otherwise ensured, e.g. land covenants vs design guidelines. This could be a matter for consideration under the S32 analysis.
        - Traffic/cycling reports

- Questions were raised over the structure of the chapter, considering National Planning Standards will be released next year. Ideas: standardised zones or utilise MPC provisions with precincts. **MMG to provide feedback**.
- MMG raised questions over how it would work within the District Plan:
  - Suggested investigating Precinct Plans to be overlaid with existing zones
  - Considering to be given to whether the entire chapter needs to be overhauled and rewritten.
- MMG advised Council has no resource to relook at this Chapter as part of the rolling review - only 5 years old.
- Timing feedback: if private plan change to be drafted keep in mind that Council is still looking at April 2019 for formal notification of the Urban & Services Plan Changes. If South Park sought to have the private plan change adopted as part of the Urban & Services Plan Changes, there would be the following implications:
  - Would have to work with Council timeframes, quite a quick turnaround to get the private plan change lodged in order for it to be adopted and notified as part of the Urban & Services Plan Change Package.
  - If processed alongside Urban & Services Plan Changes it is likely that the submission, further submission and hearing process will be far longer than if it was considered as a private plan change in its own right.
- Council's zones will have design guidelines (more high level).

8. Plan Change Option Feedback

- MMG's comments re the Urban & Services Plan Changes:
  - National Planning Standards allow for precincts.
  - Could adopt Council's zones - risk is that these may change or fall over through appeals during the Urban & Services Plan Changes, and end up with an unintended result.
  - Not enough information for mixed use at present - will require more info on this, including on the nature of commercial and bulk retail (what sizes). Will need that information before confirming whether the proposed will match the Council Zones.
  - Suggested consulting with Kiwi Rail, Northport, Refining New Zealand and local iwi (Patuharakeke) as well as consultation already underway with NZTA.
  - Suggested B&A team check noise limits - utilise noise experts for buffer areas.
  - Whangarei has been identified as a high-growth district in the National Policy Statement on Urban Development Capacity, which requires Council to provide feasible capacity. Project team will need to look at the wider feasibility within the area, as this may change how much residential land is required to be provided in Ruakaka/other areas within the District. Especially important for commercial and industrial land as this has been looked at already within Urban & Services Plan Changes, so changing the numbers within this area will change Council's existing investigations. Feedback received regarding the fact that discretionary does not equal feasible. Council have a report from MRCagney regarding feasibility and modelling capacity in accordance with the NPS. Report not publicly available yet, but MMG will check if this can be provided to the Project Team.
  - Noise experts: if Project Team proposing to have Council adopt the plan change, then it may be advisable to use the Noise consultant that Council would typically

use. If lodging a private plan change, suggested to use other consultant for peer review purposes and to avoid any perceived conflict of interest.

- Need to prove through s32 report how amenity effects will be managed (detailed design).
- Outcomes may be different to Council's Environmental engineering standards - need to think about how that's going to work.
- Timelines moving forward: proposed U&S provisions are intended to be taken to April 2019 Council meeting after National Planning Standards have been gazetted.
- **MMG to provide feedback on how the northern half of the Master Plan is to be dealt with**. Need to be careful on how tha land is left, a suggestion to potentially downzone the land was made.

9. Other Discussion / Feedback

- Q - How does this development tie in with the Ruakaka Centre?

  A - Ruakaka is intended as a 'local centre', zoned Business 3 Environment in the Operative District plan. Currently it has elements of a 'town centre', but it's supposed to be a local centre. MPC is the heart of the satellite city under the DP provisions. SCL confirmed intention that it will be differentiated by having specialty users attracted here and a quality of architectural designs such that it is not competing with Ruakaka Centre.
- Q - Cycling: it would be a point of difference for the town centre. Good opportunity to make it a cycle-friendly village.

  A - Certainly on the list - input from Council appreciated.

  Feedback was received that Council is currently looking for good cycle linkages. JD noted Council would favour wider shared paths on one side of the road or a properly protected area on the road, instead of just using painted cycling paths on the road.

  JD noted that an earlier Transportation Study has concepts in it for cycle networks in the area and it would be good to work concepts in with these routes. **JD will supply the document**.
- Q - How is stormwater to be dealt with? Common attenuation or on-site? Council's preference is now for communal systems. The original intent was on-site - but preference now is common (hard for commercial areas to attenuate on-site).

  A - Yet to be looked into at that level of detail, but comments have been taken on board. A green space or spaces could be extended to include SW management devices (pods or wetlands)
- Q - The proposed park space is quite small for the area? Is there an intention to provide more than one park? MMD confirmed that there's already a park vested in the existing subdivision. Area (perhaps SW pond was the original intent). Comments were received re Council's Parks Department not supporting having open spaces labelled as 'recreation' if they're just stormwater disposal ponds etc.

  A - Project team has questions over the intent of the original design of the existing reserve, and whether it was vested for a SW pond. If for SW, would look to not fence for amenity purposes. Feedback from Council on size/number of open spaces/parks would be appreciated. **HO to liaise with Parks department and provide feedback to B&A.**
- Q - What happens if you have more of a mix of residential vs commercial in the orange mixed use zone? This would alter parks requirements depending on the make-up.

A - Looking for a mix, development of precinct provisions (mainly commercial) can cater for this (could for example use 'no residential on ground floor' rules to achieve this) - specific provisions are yet to be developed. A lot of these mixed use areas are within noise layers requiring acoustic insulation etc. therefore, the location of the mixed use areas have been designed to accommodate that. The Project Team notes that more certainty on the intended development outcomes is required for the 'orange' Mixed Use area and that ultimately perhaps residential activity should not be included in these areas

- Q - What residential density are you intending to provide for?
  A - General density will be a mixture of res developments from less than 500m2 to medium density (mixture of duplex/townhouses and standalone).
- Council advised that some remedial works will be undertaken in next 12 months to remediate acid-sulfate soils in road network utility corridor - most problems are located around Abraham Street.
- Council requested that the project team check the transportation strategy for the area (JD will pass on via MMG) - there are obvious advantages to working together in this space.
- HO will provide feedback on proposed Open Space areas and come back to the project team after liaising with Parks Manager. Feedback also sought for the Community space/hall etc. There is potential to relocate an existing community space into the development to bring character to the area, is there an appetite for this? HO to provide feedback.
- MMD advised that weighting exercise will be undertaken for consents lodged prior to the Plan Change being formalised, and that potentially more weight will be given to proposed provisions considering how convoluted the existing provisions are. The question was raised, if the plan change provisions have legal effect following notification, but the operative provisions carry a prohibited activity status, then can consent still be applied for? B&A to check prohibited status and subsequent legal process.
- HO to advise on vested area of reserve land. Doesn't appear to be deposited yet. Council confirmed they are open to changing the shape of it before survey plan is deposited if possible.

Next Steps

- Project Team to advise on an intended way of moving forward (private plan change vs Council adoption) and will recommence dialogue with Council staff when required.

Next Meeting

- To be arranged at a later date.

MEETING MINUTES

B&A
Urban & Environmental

Project: Marsden City Private Plan Change

Date: Monday 14 October 2019

Time: 1 – 2pm

Location: Whangarei District Council Offices, Walton Plaza, Whangarei

Attendees: WDC:

- Melissa McGrath (**MMG**) - District Plan Manager
- Heather Osborne (**HOS**) - Infrastructure & Services Planner
- Andrew Carvell (**AC**) - Waste Drainage Manager
- Simon Charles (**SC**) - Water Services.

Project team

- David Badham (**DB**) - Barker & Associates
- Nick Roberts (**NR**) – Barker & Associates
- Stacey Sharp (**SS**) - Barker & Associates
- Anthony Vile (**AV**) - Harrison Grierson
- Viona Basota (**VB**) – Harrison Grierson

Agenda

1. Introductions
2. Updates since last meeting
3. Three waters capacity
4. Noise assessment
5. Roading/traffic
6. Provision of open space
7. Planning
8. Consultation
9. Timeline and next steps
10. Any other matters.

Action Items

- **Simon Charles** to investigate whether the main wastewater line servicing the Marsden Primary Centre was ever constructed.
- **Heather Osborne** to recalculate OS requirements using landuse breakdown provided on revised proposal plans
- **Melissa McGrath** and **David Badham** to continue dialogue regarding integration of proposed plan change within the existing MPC Chapter of the Operative District Plan, including relationship with Precincts 3 -5 to the north of plan change area.
- **David Badham** and **Stacey Sharp** to circulate finalised technical reports to relevant Council staff once received and ongoing liaison will continue as required.

Meeting Notes

1. **Introductions**
   - DB introduced the project team and outlined the agenda for the meeting.

2. **Updates Since Last Meeting**
   - DB gave an update on the changes to the project since the last meeting with Whangarei District Council (**WDC**) in September 2018, primarily:

- Technical assessments have been commissioned, with drafts received April/May 2019.
- Technical input sought regarding transport (Flow), noise and vibration (Marshall Day), economics (Property Economics), engineering & flooding (HG), urban design (HG), and landscape architecture (HG).
- Initial findings of draft reports (primarily economic) resulted in a number of changes to the proposed landuse breakdown as follows:
    - A general shift away from the industrial focus as contained within the Marsden Primary Centre (**MPC**) chapter of the Operative District Plan (**ODP**) and from the proposal presented to WDC in September 2018.
    - Removal of heavy industry land, being replaced by residential zoning alongside SH15A transitioning to higher density adjacent proposed town center
    - Reduction in core commercial land.
    - Removal of the two slip lanes originally proposed to provide direct access from SH15A.
    - Draft master plan prepared by HG with land use zones aligned with PC 88
    - Noted the provisions with regard to Mixed use in PC88 are outside of Marsden City context and require consideration relative to context.
- Following consultation with WDC's Infrastructure Team, the provision of Open Space (**OS**) areas was increased from one area to three areas. This remains unchanged on the revised scheme.
- AV noted further "urban" open space was associated with town center but not indicated in current drawings.

- MMG recommended addressing the spatial plan budget comparisons between the Operative MPC chapter with the proposed plan change within the s32 Report.

3. Three Waters Capacity

- MMG queried whether infrastructure capacity has been addressed with the up zoning of the land from industrial – residential, particularly with regards to stormwater attenuation requirements.
    - DB advised that engineering assessment had confirmed that residential usage would likely be less than the current industrial zoning, given the high use typically associated with heavy industry development.
- Importance of ensuring services remain within public roads as opposed to private right of ways was emphasized.
- MMG suggested checking the coverage rules within the Urban & Services plan change for consistency when drafting provisions.
- It was suggested that clarification be provided on intended development outcomes within proposed Mixed Use zone (**MU zone**) for capacity assessments.
- MMG advised that the Three Waters Management and Transport Chapters of the Urban & Services plan change (**U&S plan change**) will require consideration when drafting provisions (in particular, precincts).
- Information regarding consideration of climate change, sustainability and efficient water use should be included within application.
- **SC to investigate whether Marsden Primary Centre wastewater line to local treatment plant was ever constructed.**

4. **Noise Assessment**
    - DB provided an overview of the noise and vibration findings and subsequent project amendments as follows:
        - Existing noise zones within the MPC chapter of the ODP are to remain unchanged in so far as they relate to SH15A and the rail designation.
        - Revised proposal now includes an earth bund adjoining SH15A and the rail designation to the north of the site as a noise and vibration mitigation measure.
            - As a result, internal noise zones (excluding those associated with the SH and rail designation as addressed above) would be removed as no longer required.
        - The removal of industrial land and the introduction of bunding subsequently assists with mitigation of amenity and reverse sensitivity concerns.
    - DB confirmed the proposed MU zone would not provide for industrial development (without requiring consent).
    - MMG advised that a consenting trigger to construct the bund would need to be worked into the provisions, particularly if the bund is to be vested in Council as reserve – pathway required.
    - AV noted potential of bunds a s landscape and amenity feature with planting etc. to be considered as part of the design.
    - Further feedback in response to the proposed earth bund included:
        - Consideration required relating to flooding and stormwater management especially to North eastern portion of site with flooding over lay
        - Dimensions and extent of bund required.
        - Consideration required as to how the bund will relate to land further to the north (wider MPC land area - precincts 3 – 5).
        - Bund likely to assist with mitigating reverse sensitivity concerns with regards to the Port and Refinery further to the north-east.
        - Potential to provide amenity and landscaping benefits.

5. **Roading/Traffic**
    - DB advised that while the Flow report was still being finalised following the changes to the original scheme, preliminary conclusions have identified reduced levels of traffic generation from that of the original scheme – primarily as a result of the shift towards residential development. Anticipated traffic volumes now remain consistent with that of the status quo under the MPC landuse breakdown.
    - Development triggers will be required for retrofitting existing roads
    - AV talked through proposed road cross section illustrating strategy with regards to retro fitting existing roads and creating a legible hierarchy of street types within the development.

6. **Provision of Open Space**
    - Open space provision provided to meet requirements as per Councils' previous comments.
    - Provision of OS areas would need to be reconsidered following the increase in residential development.
        - **HOS to recalculate OS requirements using landuse breakdown provided on revised proposal plans.**

- HOS recommended a 400m diameter circle be shown on the structure plan/s to confirm appropriateness of proposal with regards to walkability to OS areas.
- AV advised further detail will be provided within application on intended use of these areas including provision in the town centre area

7. Planning

- DB confirmed the intended planning approach for the proposed Marsden City chapter, being to use U&S plan change zones as a base for establishing underlying zoning framework, with specialised precincts to establish more specific controls to Marsden City.
- DB, MMG and NR agreed that a Special Purpose zone was not appropriate for this area given the requirements of the National Planning Standards.
- MMG recommended relooking at the blending of MU land to improve transition with adjoining zones.
- MMG advised that the proposed Commercial zones wouldn't satisfy zoning criteria of U&S plan changes, suggested either utilising an alternative underlying zone or utilising precincts to achieve commercial development outcomes.
- MMG advised consideration required as to integration of proposed plan change with existing master plan contained within the MPC chapter, including precincts 3 – 5 to the north.
    - **MMG & DB to continue dialogue on this matter.**

8. Consultation

- DB confirmed the project team would be consulting with:
    - NZTA
    - Kiwi Rail
    - Refinery
    - Patuharakeke
    - Great Northern Land Company (GNLC) and other landowners within the plan change area.
- No additional parties were identified as requiring pre-lodgement consultation.

8. Timeline and Next Steps

- DB confirmed intended lodgement date being pre-2019 Christmas shutdown.
- DB/MMG discussed the use of suspensions (at the applicant's request) to work through any issues that may arise through the U&S plan change hearings/appeals process.

9. Other Matters

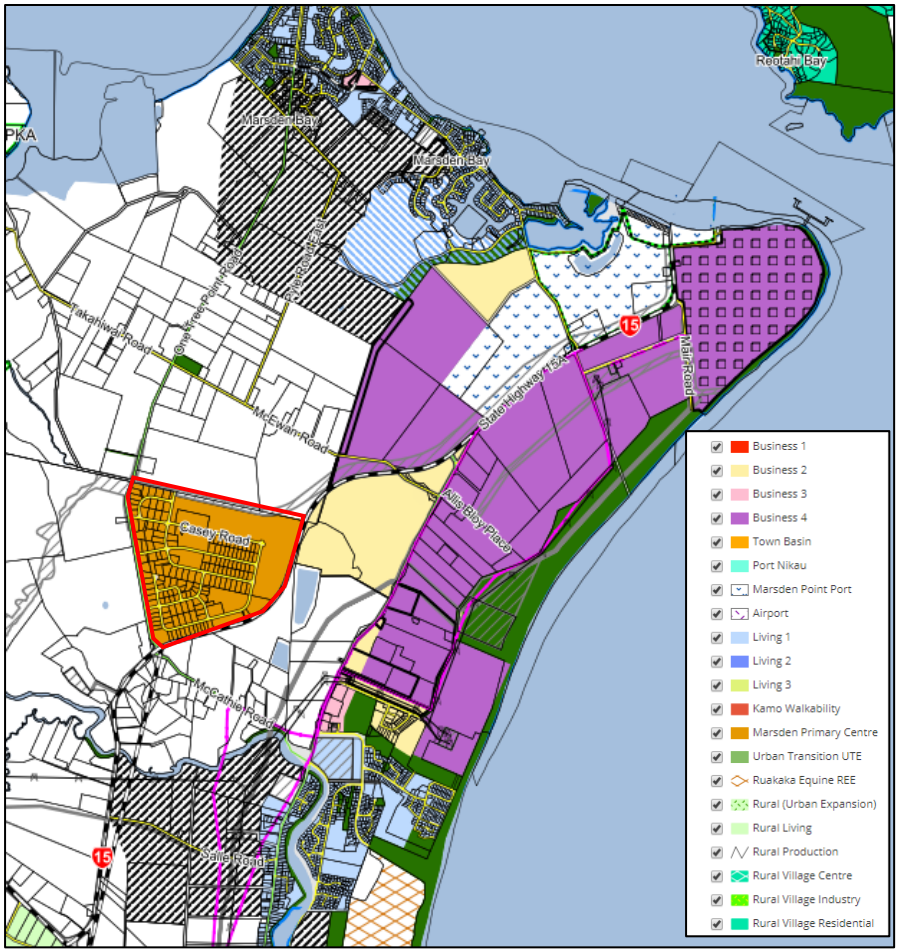
- Consideration required of lawfully established activities within areas to be up zoned, including retirement village, day care centre, panel beating business, and gym.
- AV emphasised that majority of the land contained within the plan change area was owned by the applicant (Southpark Corporation) or by GNLC.
- AV/DB confirmed that the project team are working with closely with GNLC in preparation of the plan change.
- The project team were advised that development contributions will require reconsideration given the change in landuse proposed.

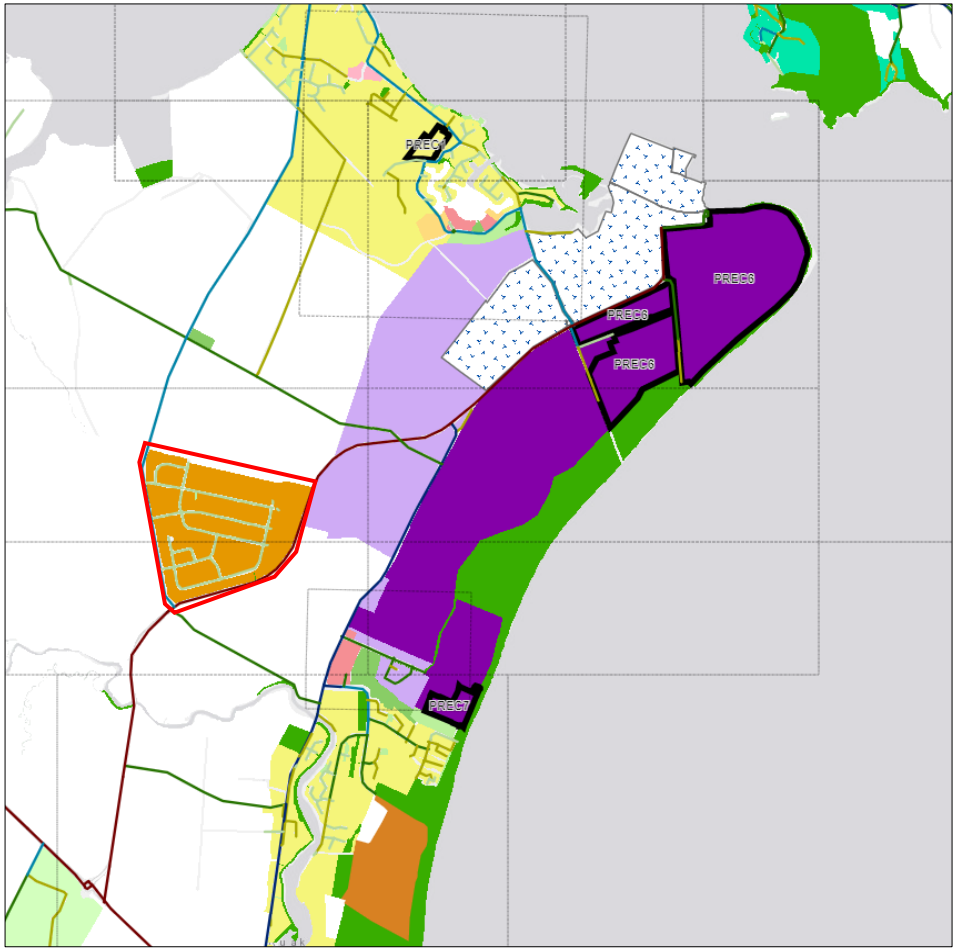
10. Next Meeting

- No additional pre-lodgement meetings required.
- **DB/SS to circulate finalised technical reports to relevant Council staff once received** with ongoing liaison to continue as required.

MEMORANDUM

B&A
Urban & Environmental

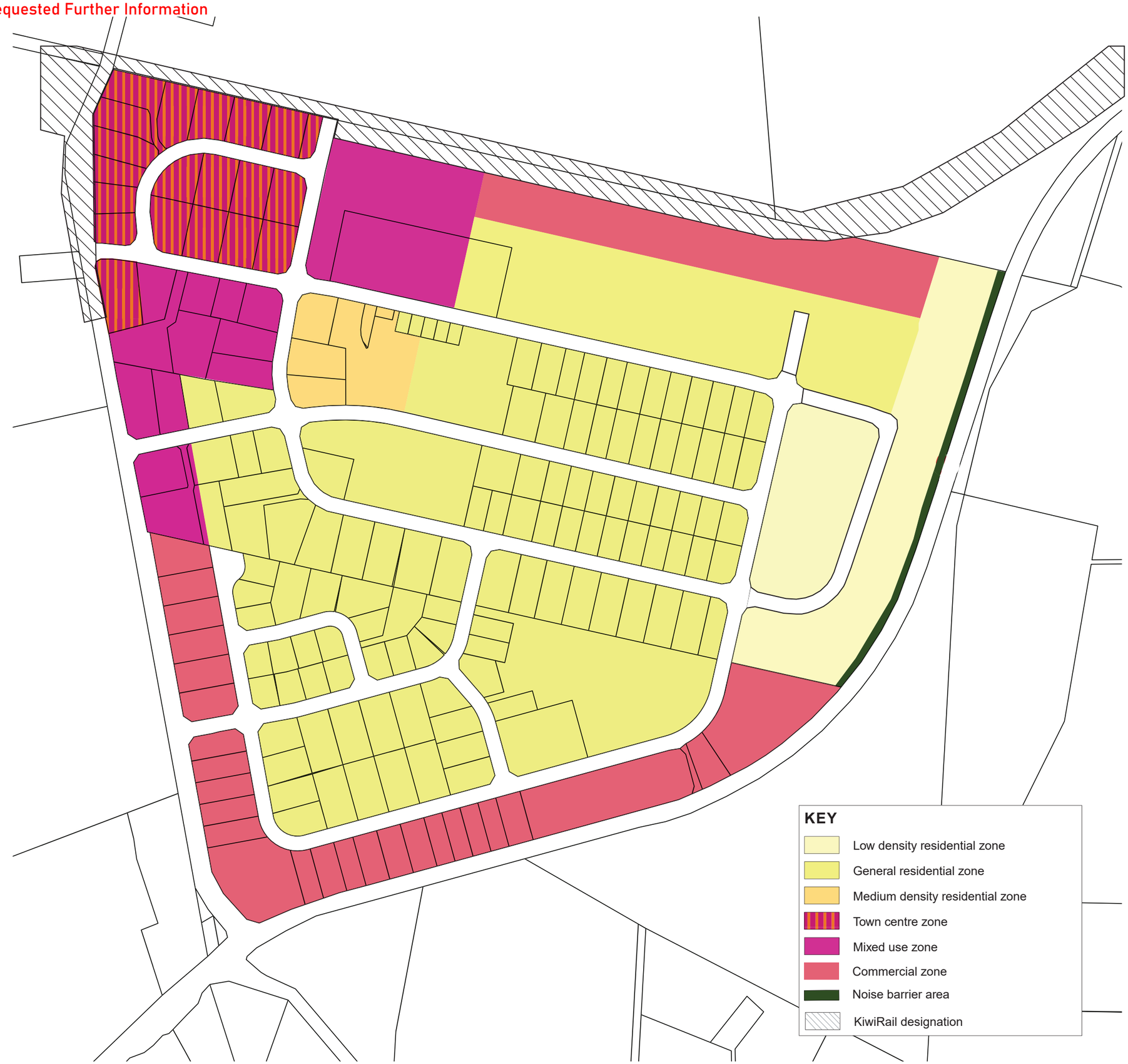




Figures 1 & 2: District Plan Zoning of wider Marsden Point / Ruakaka Area: Operative District Plan (left), Proposed U&S Plan Changes – Decisions Version (right)

Requested Further Information

Appendix 4



B&A
Urban & Environmental

PROPERTY ECONOMICS

MARSDEN CITY

PROPOSED STRUCTURE PLAN

ECONOMIC ASSESSMENT

Project No: 51789

Date: June 2020

Client: Marsden City LP

W: www.propertyeconomics.co.nz E: info@propertyeconomics.co.nz P: 09 479 9311 A: 1/44D Constellation Drive, Rosedale 0632

SCHEDULE

Code	Date	Information / Comments	Project Leader
51789.17	June 2020	Report	Tim Heath / Phil Osborne

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This document has been completed, and services rendered at the request of, and for the purposes of Marsden City LP only.

Property Economics has taken every care to ensure the correctness and reliability of all the information, forecasts and opinions contained in this report. All data utilised in this report has been obtained by what Property Economics consider to be credible sources, and Property Economics has no reason to doubt its accuracy. Property Economics shall not be liable for any adverse consequences of the client's decisions made in reliance of any report by Property Economics. It is the responsibility of all parties acting on information contained in this report to make their own enquiries to verify correctness.

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1. INTRODUCTION

Property Economics have been engaged by Marsden City LP to provide an economic assessment of proposed changes to the existing Marsden City Structure Plan. The subject site is located within the Whangarei District Territorial Authority and is in close proximity to the Marsden Point Port and Refinery, south east of the Whangarei City Centre.

This economic assessment concerns the recalibration of approximately 110ha of commercial, industrial and residentially zoned land associated with the Marsden City development. The proposed Structure Plan propositions reconfiguring the consented land use pattern away from its primary industrial focus towards a more comprehensive mixed use, commercial and residential focus.

The purpose of this report is to address the relevant areas of economic analysis required to assist the application in better understanding the market potential for reconfiguring the land use mix. In particular, the report identifies the economic costs and benefits associated with the proposed Structure Plan, evaluates industrial and commercial land demand and existing capacity in the area, and aims to assist Marsden City LP in understanding potential RMA effects associated with the proposed Structure Plan from an economic perspective.

1.1. OBJECTIVES

The primary objectives of this report are as follows:

- Delineate and map the geospatial extent of Marsden City's economic market and the site's location within the surrounding commercial centre network from a localised perspective.
- Quantify the current population and household base of Marsden City's core economic market and forecast the growth of this market to 2043.
- Provide a detailed profile of the key economic and social demographic characteristics of the core economic market to assist in understanding the demographic composition of Marsden City's market and its consumer base.
- Quantify the level of annualised retail expenditure (demand) generated by Marsden City's core economic market in the retail sectors and project this out to 2043.
- Determine the amount of sustainable retail floorspace that can be supported by the core market (and any inflow of visitor spending) out to 2043 in terms of gross floor area (GFA).
- Based on the GFA requirements of the core economic market, establish the quantum of land required to service the future retail and commercial service requirements of the Marsden City's core market.
- Assess the current employment composition of the Marsden City catchment and recent trends and changes in the structure of the local Marsden economy since 2001.
- Forecast employment growth across the commercial (office) and industrial sectors to determine the likely future level of employment in the market by sector.
- Estimate the quantum of land required to service the future industrial requirements of the core Marsden City market.
- Assess the existing land capacity by business zone as an indication of the supply of commercial and industrial land in the Marsden City core economic market.
- Identify site specific attributes of the land uses within the proposed Structure Plan from an economic perspective in the context of the proposed commercial, retail and industrial activities, and evaluate the positioning of these land uses against locational attributes typically sought by the different activities.
- Identify any potential economic costs and benefits of the proposed Structure Plan against the counterfactual position of the existing Structure Plan.

1.2. INFORMATION & DATA SOURCES

Information has been obtained from a variety of data sources and publications that Property Economics consider credible and reliable, including:

- Census of Population and Dwellings 2013 - Statistics NZ
- Household and Population Projections – Statistics NZ
- Household Economic Survey - Statistics NZ
- Retail Trade Survey - Statistics NZ
- MarketView Retail Transaction Data – MarketView
- Business Frame Employment Data – Statistics NZ
- Google Maps NZ
- Whangarei Operative District Plan – Whangarei District Council
- Marsden Point – Ruakaka Structure Plan - Whangarei District Council
- Marsden Primary Centre Preliminary Structure Plan Background Report – Harrison Grierson
- Whangarei Housing and Business Development Capacity Assessment – MRCagney
- Upper North Island Industrial Land Demand – BERL Economics
- Proposed Marsden City Structure Plan – Harrison Grierson

2. EXECUTIVE SUMMARY

- Under the proposed Structure Plan, Marsden City Town Centre is consolidated into one appropriately scaled location with the rezoning enabling an appropriate mix of residential, commercial service, office, mixed use and community land uses. In Property Economics opinion concentration of residential, commercial and mixed-use activities into one location would generate additional economic efficiencies and agglomeration benefits relative to the current Structure Plan and would start seeing the basis for a more well-balanced community and land use mix.

- The current industrial land provision in the core catchment is more than sufficient to meet the projected future longer-term business land demand. In this context, Property Economics consider the proposed Marsden City Structure Plan land breakdown is appropriate given the existing baseline in the market and the projected growth in the future. Likewise, substantial increase in the residential zone (relative to the existing Structure Plan) would increase the residential yield of Marsden City to approximately 1520 dwellings, a significant increase in dwellings from the existing Structure Plan.

- The Marsden Core economic catchment under the medium growth scenario is estimated to have a current population base of approximately 9,200 people and just over 3,800 households. Only, 19% of households earn over $100,000 pa which is materially less than the New Zealand average, observed at 28%. This is influenced by the higher proportion (22%) of elderly / retired people in the area compared to averages of 18% and 14% in the wider District and NZ as a whole. However, the older age cohorts typically have higher equity bases and available discretionary spending power.

- The core Marsden City catchment is estimated to generate retail expenditure of $114m annually at present. This is projected to increase to $215m p.a. by 2043. Food retailing is currently the largest retail sector generating just over $43m pa of expenditure or 38% of total retail expenditure in 2018. The core Marsden City market currently generates enough annualised retail expenditure to sustain approximately 22,450 sqm of retail GFA. This is forecast to grow by approximately 19,800 sqm of retail GFA by 2043. The current total sustainable floorspace considering both retail and commercial service activities is almost 34,000sqm and is expected to increase to over 63,000sqm by 2043. This equates to a net addition of almost 30,000 sqm of retail and commercial service floorspace over the assessed period.

- Under the proposed Structure Plan, a consolidated commercial activity proposition spanning across 8.4ha offers a more vibrant and diverse offering in the single location in the catchment. The proposed retail centre would provide an improvement retail environment and shopping experience with more vibrancy community '*heart*' and

vitality relative to the more dispersed and diluted existing Structure Plan zoning package, and would improve the choice, offer, economic efficiencies, and economic wellbeing and social amenity of residents in the localised area.

- Additionally, the proposed Structure Plan carries a host of strong economic benefits such as increasing employment, residential choice and broader spread of residential price points for the market, opportunity for a more extensive and diverse retail and commercial services offering. In essence, the proposed Structure Plan is likely to have a net positive impact on the community relative to the existing Structure Plan.

3. MARSDEN CITY STRUCTURE PLAN LOCATION

Marsden City is a proposed residential, commercial (office, services and retail, and mixed use in the Whangarei District. The structure plan (SP) is located to the south east of Whangarei City, inland on the Marsden Point Peninsula, which resides at the mouth of the Whangarei Harbour. The location of the Marsden City Structure Plan (MCSP) is shown in Figure 1.

The existing urban areas in close proximity to Marsden City are One Tree Point to the north and Ruakaka which bounds the coastline to the east in a linear manner.

FIGURE 1: MARSDEN POINT-RUAKAKA AREA MAP

Source: Property Economics

Primary access to the site is via SH15A which also serves as the main access route to the Marsden Point Port and Refinery. This road joins to SH1, the main state highway linking Whangarei and Auckland.

3.1. CONSENTED/CURRENT STRUCTURE PLAN

The Marsden City site has a total land area of approximately 110ha, 80ha of which is owned by the Marsden City LP with the residual owned by the Great Northern Land Company (GNLC). The current Structure Plan for Marsden City was developed in the mid-2000s pre-global financial crisis (GFC) and consists of a mixture of residential, industrial and commercially zoned land.

The commercial component of the existing Structure Plan is focused to the north west of the proposed Structure Plan, with approximately 8.4ha of retail and commercial service land. The

residential land equates to 69.7ha and is intended to yield approximately 1520 dwellings and be bounded by a 25ha mixed-use commercial buffer.

Under the existing Structure Plan, the industrial component is the primary land use activity by land area, with over 85ha of industrial and mixed industrial / commercial land making up the residual land area of the development. Given the significant vacant industrial land provision in the area, this was removed in the proposed Structure Plan due to its poor accessibility on a comparative basis, uncompetitive location, cost of servicing and accessing the (previous) industrial provision, and the reverse sensitivity and safety issues of requiring industrial traffic to traverse residential areas.

Roading infrastructure is already in place on the site and the proposed Structure Plan has been developed to maximise the use of the existing infrastructure (and improve where required) to maximise efficiencies and avoid unnecessary duplication of resources.

Property Economics are of the understanding that the current zonings for the site have been approved by Council and are currently represent the existing baseline for the subject land.

3.2. PROPOSED STRUCTURE PLAN

The proposed Structure Plan propositions to increase the quantity of residential land in Marsden City while reducing the emphasis on industrial land, and to a lesser degree the extent of the commercial land provision relative to the existing Structure Plan. Table 1 provides a comparative summary of zoned land between the existing and proposed Structure Plans for Marsden City.

TABLE 1: EXISTING STRUCTURE PLAN VS PROPOSED STRUCTURE PLAN LAND USE BREAKDOWN

Land Use	Status Quo Structure Plan	Proposed Structure Plan	Net Change
Core Retail	3.7	0.0	-3.7
Commercial Zone	0.0	4.8	4.8
Local Commercial Zone	0.0	3.6	3.6
Bulk Retail Commercial Services	10.1	0.0	-10.1
Mixed Use (Commercial/Buffer Residential)	6.1	0.0	-6.1
Mixed Use	45.2	25.1	-20.1
Residential	6.8	69.7	62.9
Industry	37.8	0.0	-37.8
Neighbourhood Park	0.0	1.4	1.4
Neighbourhood Centre	0.3	0.0	-0.3
Total	110	104.5	-5.46

Source: Property Economics

The proposed Structure Plan intends to increase the quantity of residentially zoned land to 69.7ha, a net increase of nearly 63ha. This change has the potential to increase the residential yield of Marsden City to circa 1520 dwellings.

The residential zone within the proposed Structure Plan includes an area for retirement villages on the land owned by the GNLC adjacent (south) of Marsden City LP's land holdings. Property Economics understands a 75-unit retirement village is now under construction on GNLC's land and plans are currently underway for another development which will include an additional 150 units. In total the residential yield from the proposed retirement villages is estimated at 270 units, with the remainder of the residentially zoned land making up the residual of around 480 units.

These proposed changes come at the expense of industrial, commercial and mixed-use zoned land in Marsden City. The existing Structure Plan had 83ha of zoned land where industrial activity could locate. This has been reduced significantly as the proposed Structure Plan does not pursue industrial activity given its extensive provision locally beyond Marsden City.

Furthermore, there is a decrease in the quantity of land in the commercial zone. The existing Structure Plan had 13.8ha of zoned land for commercial / retail services. This has now been reduced to 8.4ha in the proposed Structure Plan based on more detailed economic analysis of the market's potential (current and future). Likewise, the proposed Structure Plan also reduces the quantity of land in a mixed use (commercial / industrial) zone from 51.2ha to 25ha, a net decrease of 26.2ha based on commercially practicalities and market potential realities.

An outline of the existing and proposed Structural Plans, as well as the wider Marsden / Ruakaka area, are shown in Appendix 1.

4. EXISTING ECONOMIC MATERIAL REVIEW

The following section provides a brief review of the economic material underlying the existing structure plan and land use composition. It includes a synopsis and summary of findings of the 'BERL Economics – Upper North Island Industrial Land Demand' and 'MRCagney – Whangarei Housing and Business Development Capacity Assessment' reports in the context of Marsden City.

The Whangarei Housing and Business Capacity Assessment assesses likely growth in demand for residential and business land in the Whangarei District over the short, medium and long-term (i.e. 3, 10 and 30 years respectively) and where this growth is likely to occur. It provides insight into commercial and residential capacity of the area, considering what is enabled by the current Operative and Draft District Plans, development infrastructure provision and what is likely to be developable under current market conditions. Finally, it assesses whether this capacity is likely to be sufficient to meet demand projections in the short, medium and long term.

By location the MRCagney report separates residential demand into three separate locations, Whangarei City, rural areas and Ruakaka. The Ruakaka area encompasses Ruakaka, Marsden Point and One Tree Point, and is of particular relevance to the Marsden City Structure Plan and this economic analysis. The report summarises that the wider Ruakaka area is likely to grow significantly over the next decade, accommodating 20% of the District's household growth. In terms of residential capacity, the report indicates there is a significant shortfall in the Ruakaka area under the Operative District Plan in the medium and long term. Under the Draft District Plan, capacity in the area expands considerably, enabling Ruakaka to meet projected demand in both the medium and long term.

MRCagney also concluded that the Draft District Plan would provide sufficient land to meet commercial demand in the short, medium and long term.

The Upper North Island Industrial Land Demand Assessment by BERL Economics provides an overview of industrial land demand and capacity in the Northland Region. The report identifies the Marsden-Point / Ruakaka Census Area Unit (**CAU**) as a key cell in the region in terms of existing industrial activity and accommodating industrial growth.

In terms of industrial capacity, the Marsden Point area has a significant quantity of existing industrially zoned land, a large proportion of which is vacant. The report indicates that as a result of strong industrial growth in the Region and the relocation of port based industrial activities to the Marsden-Ruakaka area, uptake of this vacant land is likely to be strong with occupancy rates rising significantly by 2031.

The high level '*take-away*' of the two reports indicates commercial/industrial land supply and capacity is unlikely to be an issue for the first half of the century, and accommodating forecast residential demand (and potential surges in growth during economic boom periods) over the long term in an economically efficient manner should be a focus.

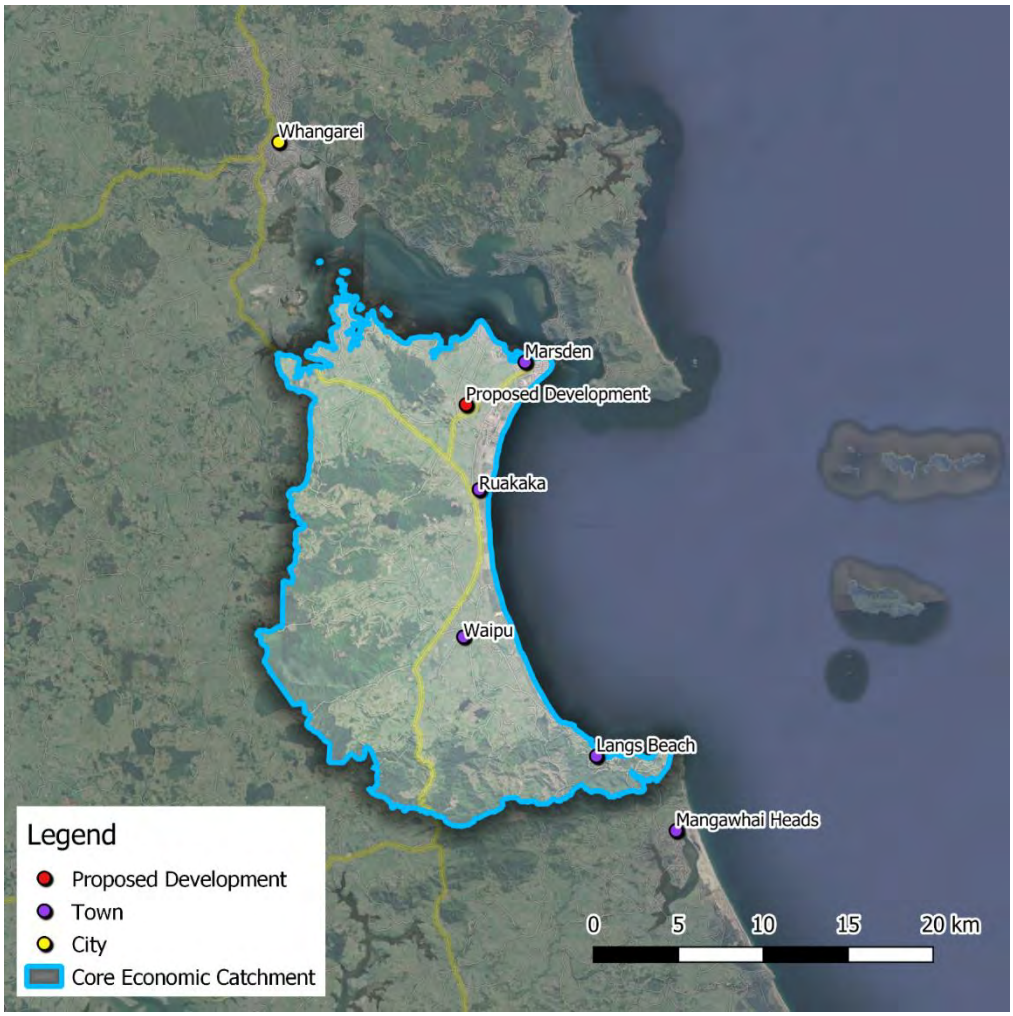
5. MARSDEN CITY'S CORE ECONOMIC MARKET

In order to evaluate the economic potential of a reconfigured land breakdown within Marsden City and estimate its potential economic impacts, it is necessary to identify the core economic market the development would primarily serve. The core economic market from this perspective is the area from which a developed Marsden City is likely to derive the majority of its sales, or the geographic area it is primarily designed to service,

Figure 2 illustrates the geospatial extent of the Marsden City's core economic market given the proposed Structure Plan.

The determination of the core economic market has been based on the existing and proposed commercial network in the wider Marsden and Ruakaka area, the extent of the commercial offering likely in Marsden City, road network, natural and physical geographical barriers and the professional opinion of Property Economics based on known patterns and trade area dynamics for commercial developments in New Zealand.

FIGURE 2: MARSDEN CITY'S CORE ECONOMIC MARKET



Source: Property Economics, Google Maps

Particular consideration in the determination of this economic catchment has been given to the location of the proposed development in relation to the Whangarei CBD and the extent of Marsden City's likely role and function over and above other centres in the market.

Competing centres to Marsden City include the Ruakaka and Waipu Town Centres. Figure 3 shows a more localised context of the surrounding market.

FIGURE 3: MARSDEN CITY AND SURROUNDING LOCAL AREA

Source: Property Economics

6. DEMOGRAPHIC PROFILING

This section identifies some of the relevant economic and social characteristics of the Marsden Core Economic Catchment and assesses against the wider Whangarei District and New Zealand averages for comparative purposes. This demographic profile is based on Statistics New Zealand data. A full breakdown of the demographic profile has been attached in Appendix 2.

Some of the more salient finding include:

- The Marsden Core Economic Catchment is estimated to have a current population base of approximately 9,200 people and just over 3,800 households. This equates to a household size of 2.4 persons per dwelling, which is lower than both the Whangarei District and New Zealand averages of 2.5 and 2.66 respectively. Approximately 10% of Whangarei District residents reside in the identified catchment.
- In general, the Whangarei District has an aging population. This is of particular prominence to the identified Marsden Catchment. A high 22% of residents in the catchment are age 65+ years compared to averages of 18% and 14% in the wider District and NZ as a whole. Only 18% of residents in the catchment are in their 20s or 30s compared to 25% nationally. This indicates a lower proportion of families in the catchment, and a higher proportion of elderly couples.
- The Marsden catchment and Whangarei District share a similar ethnic profile, with greater proportions of NZ European and Maori peoples and a lower proportion of Pacifica and Asian peoples than the national average. In the identified catchment 19% of residents identify as Maori and 75% identify as being from European ethnic groups. This can be compared to averages of 13% and 67% nationally.
- The Whangarei District and Marsden Catchment have similar household income profiles, with 19% of households earning over $100,000 pa in both areas. This is significantly less than the New Zealand average, observed at 28%. This is influenced by the higher proportion of elderly / retired people in the area. However, '*older*' age cohorts often have a higher equity base than younger generations and therefore have higher spending potential based on equity, not income.
- A significant 19% of employed residents in the Marsden catchment work in the Manufacturing sector. This is almost double the national and district averages, both of which are 10%. This and the higher proportion of residents who are labourers, machinery operators or drivers is an indication that the primary employment generator for the catchment is the existing industrial activity at Marsden Point Port and Refinery.

7. POPULATION AND HOUSEHOLD PROJECTIONS

The population and household forecasts for the identified Marsden Core Economic Catchment and the Whangarei District are based on the Statistics New Zealand (SNZ) Medium and High projection series. Figure 4 displays the population and household growth for the Core Economic Catchment. This includes real growth from 2001-2013, and projected growth over the next 25 years to 2043. These projections are derived from the latest Medium and High Statistics New Zealand population and household count projection series.

FIGURE 4: CORE CATCHMENT POPULATION AND HOUSEHOLD PROJECTIONS

Source: Property Economics, Statistics NZ

Under a Medium growth scenario, the current population base of the core catchment is estimated to be 9,150 people. Net population growth over the forecast period is projected to increase the population base by +4,450 people to 13,600 by 2043, at an average growth rate of approximately 180 people per annum. The household count is forecast to reach 5,950 by 2043, a net increase of +2,150 over the next 25 years.

These growth projections equate to net population increasing by just under 50% over the 25 year forecast period, while the net number of households is projected to increase at a faster rate of around 56% due to a fall in the person per dwelling ratio over the forecast period. This trend is not isolated to the identified catchment but projected to occur across the country due to an aging population, smaller families and a higher proportion of 'split' or single households.

As noted in the demographic profile, this trend is present in the identified catchment and the wider District already, with their low person per dwelling ratio, relatively high proportion of two-resident households and an aging population.

Under both SNZ Medium and High growth series, the Marsden Catchment can be considered a strong growth area which has a propensity to trend toward the High growth scenario with improved infrastructure and access to Auckland, particularly with the baby boomer generation moving into the retirement age and the potential relocation of some aspects of Port of Auckland activities in the future.

Under the High growth scenario, net population growth over the forecast period is projected to equate to 6,200, increasing the core catchment population base to 15,650 by 2043 at an average growth rate of approximately 250 people per annum. The total household count is forecast to reach approximately 6,850 by 2043, an increase of around 2,900 households over the next 25 years. These growth series equate to population and the number of households increasing by 66% and 73% respectively by 2043 under the SNZ High growth series.

8. MARSDEN CATCHMENT EMPLOYMENT TRENDS

The temporal employment composition and historical employment trends between 2001 and 2017 for the Marsden Core Economic Catchment can indicate performance of Marsden's local economy since the turn of the century. This analysis will assist in identifying the structure of the local economy and is valuable in identifying changes and shifts in the economy's economic base. This data will also be used in forecasting growth across the Marsden Catchment's commercial and industrial sectors which is discussed later in the report.

Table 2 shows employment count data by ANZSIC sector for the identified core catchment between 2001 and 2017, while Table 3 following groups these sectors into core property market sectors. A full yearly breakdown of Table 2 and 3 have been provided in Appendix 3.

TABLE 2: MARSDEN CORE CATCHMENT EMPLOYMENT COUNT BY SECTOR

	2001	2005	2009	2013	2017	Net Growth	Percentage Growth
Accommodation and Food Services	105	150	186	191	225	120	114%
Administrative and Support Services	3	38	27	21	80	77	2567%
Agriculture, Forestry and Fishing	149	154	145	129	131	-18	-12%
Arts and Recreation Services	21	27	34	30	42	21	100%
Construction	177	251	324	216	316	139	79%
Education and Training	63	112	103	125	166	103	163%
Electricity, Gas, Water and Waste Services	0		0	0	0	0	0%
Financial and Insurance Services	3	6	12	3	9	6	200%
Health Care and Social Assistance	85	79	105	105	85	0	0%
Information Media and Telecommunications	0	0	0	0	3	3	0%
Manufacturing	478	779	879	822	963	485	101%
Mining	15	15	9	0	3	-12	-80%
Other Services	18	36	27	25	38	20	111%
Professional, Scientific and Technical Services	53	103	122	122	132	79	149%
Public Administration and Safety	6	9	15	15	9	3	50%
Rental, Hiring and Real Estate Services	6	12	33	24	43	37	617%
Retail Trade	80	73	122	160	170	90	113%
Transport, Postal and Warehousing	27	86	181	213	335	308	1141%
Wholesale Trade	12	12	27	0	3	-9	-75%
Total	1,301	1,942	2,351	2,201	2,753	1,452	112%

Source: Property Economics, SNZ

TABLE 3: MARSDEN CORE CATCHMENT EMPLOYMENT COUNT BY GROUPED SECTOR

	Commercial	Industrial	Other	Retail	Total
2001	119	710	303	169	1,301
2005	228	1,145	369	201	1,942
2009	277	1,426	367	280	2,351
2013	256	1,264	358	322	2,201
2017	361	1,630	401	361	2,753
Net Growth	242	920	98	192	1,452
Percentage Growth	203%	130%	32%	114%	112%

Source: Property Economics, SNZ

Table 3 shows the employment count by grouped property sectors for the Marsden City economic catchment. Currently, the predominant employment sectors are industrial based activity comprising 60% of the total catchment employment. Total employment count grew by 1,452 employees (approximately 112%) over the observed period in the Marsden Catchment, 63% of which was attributed to industrial activity. This shows the underlying strength of the industrial sector and its importance to Marsden's local economy. Future growth in the area is likely to be linked to the industrial sector and its employment growth.

Prevalent sectors in the employment composition of the catchment are the Manufacturing, Construction and Transport, Postal and Warehousing sectors. This is likely a result of the predominant employment generator for the catchment being the industrial area at Marsden Point, with the main activity in this area being oil refinery and storage. This activity is also likely to be the genesis of the Professional, Scientific and Technical Services employment observed in the catchment.

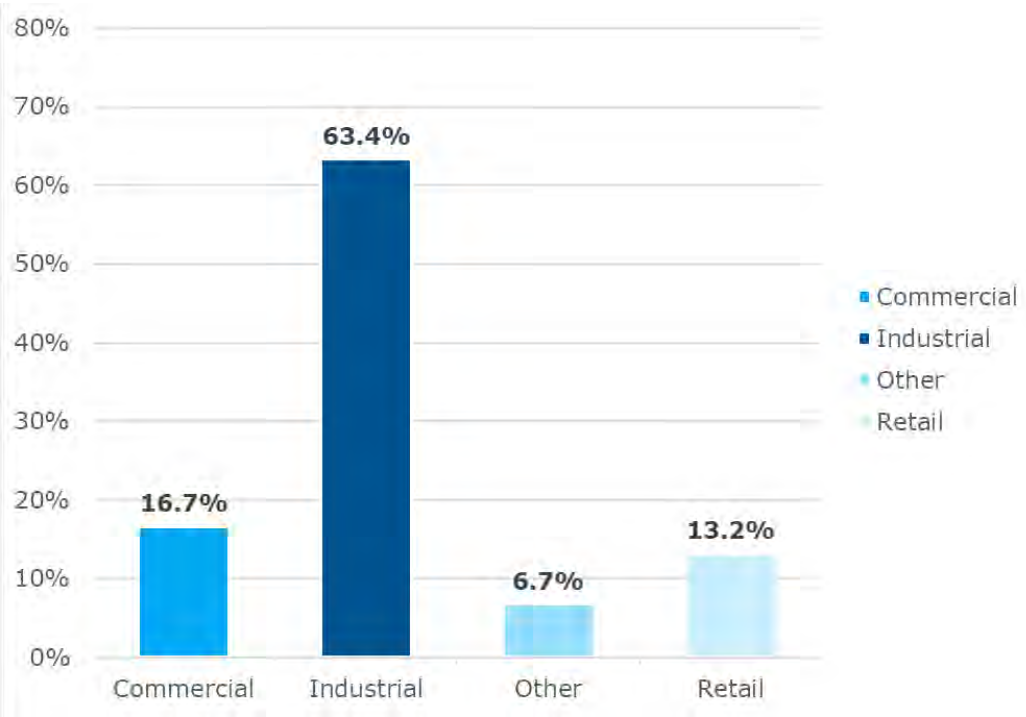
Another strong employment sector in the catchment is the Accommodation and Food Services sector, accounting for approximately 8% of the catchment's employment. This is likely the result of a strong visitor and tourism presence in the catchment with Marsden, Ruakaka and Waipu being population holiday destinations, and is reinforced by the strong inflow of retail spend into the catchment in the food and beverage services category discussed later in this report.

Recent employment trends highlight the growing importance of Marsden Point to the local economy as an employment generator and driver of economic growth. Overall, industrial based employment saw net growth of 920 employees, growth of just under 130% over the observed period, nominally significantly higher than any other sector. This is a reflection of the Marsden Catchment's historic link and reliance on Marsden Point oil refinery. However, in the future as the local market grows and builds critical mass, a more diversified economy and employment base is likely to arise.

Figure 5 graphically illustrates the grouped sectors in their proportions of net growth. The industrial sector is the primary growth sector in the area, accounting for just over 63% of net employment growth over the 2001-2017 period.

The commercial sector accounts for just under 17% of net employment growth over the same period.

FIGURE 5: GROUPED SECTOR GROWTH AS A PROPORTION OF TOTAL NET GROWTH

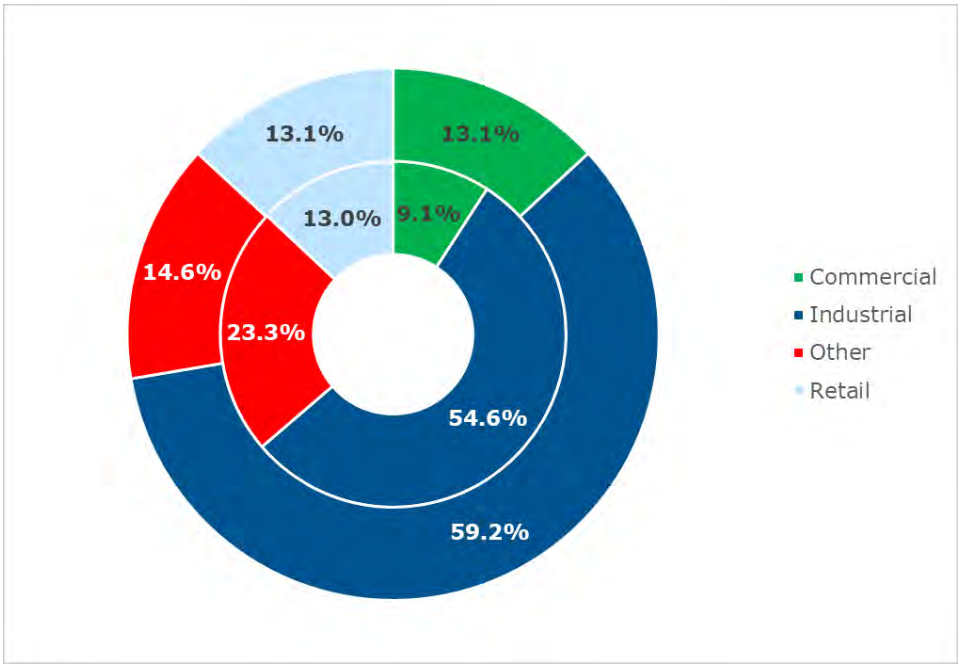


Source: Property Economics, MBIE

Figure 6 presents each grouped sector as a proportion of total employment in 2000 and 2017, providing a graphical representation of the net proportional shift in employment composition in the catchment over this time frame.

FIGURE 6: GROUPED SECTOR EMPLOYMENT PROPORTIONS (2000 & 2017)

Grouped Sector Employment proportions 2000 (Inner-Ring) and 2017 (Outer Ring)



Source: Property Economics, MBIE

The retail employment proportion of the Marsden Catchment remained steady over the observed period at 13%, while commercial employment grew as a proportion of total catchment employment. The commercial sector saw net growth of 242 employees over the observed period, and now accounts for 13% of the catchment's employment base. This signals solid growth in support and administrative services for the growing industrial activity.

The 'Other' grouped sector accounts for the majority of the proportional decrease of catchment employment falling from around 23% in 2000 to just under 15% in 2017. This does not represent a decline in employment in these sectors, just slower growth and therefore a fall in Marsden's proportional composition. 'Other' employees refer to those working in businesses or organisations that would not typically be located on business zoned land. These include hospitals, schools, fire stations, community facilities, parks and recreation, government agencies and services, etc.

In summary, the Marsden Catchment's employment composition is currently dominated by industrial employment. Employment structure indicates that the Marsden Point refinery and the associated industrial estate is the primary driver of employment growth in the identified catchment, and that the structure of the local economy has become increasingly dependent on Marsden Point as a business growth generator over the observed period. The Marsden Point area is a key growth area in the Whangarei District in terms of industrial activity, accounting for a large portion of District wide growth in certain industrial sectors.

However, the challenge for Marsden City is to build on the Marsden Point's strengths as the area grows and diversifies its economic and employment base. As the area's population grows, there will be a need to facilitate more commercial activity and services to support not only the Marsden Point related business activity, but also the growing commercial requirements of the increasing resident population base.

9. EMPLOYMENT GROWTH

This section quantifies the projected employment growth across the commercial and industrial sectors. We identify the level of employment the future market will likely be required to accommodate in the future by sector and the land implications of this growth.

9.1. COMMERCIAL AND INDUSTRIAL SECTOR EMPLOYMENT FORECAST (2018-2043)

For the purpose of this analysis the employment growth (and subsequently land demand) is estimated under a high trended growth scenario. This scenario is based on the ability for the Marsden Catchment to attract specific businesses based on their locational criteria. These are, in part, based on:

- Labour Force projections (skilled / unskilled), including increased age-related participation,
- Regional and local ability to accommodate growth, especially the potential relocation of business activity from the wider area,
- Marsden's relative business land supply and prices within the localised and national market,
- Trended growth from at least the past 17 years at a Census Area Unit level
- Economic development directions,
- Locational criteria by sector,
- National / Regional and local supply of inputted goods and location of market,
- Business sector analysis,
- Changing working age,
- Changing trends in relation to employment retention and labour movement.

The trended growth scenario for employment is estimated through Statistics NZ High population trends, estimated labour participation rates and current trends of national significance. The trended growth scenario is estimated with a weighting towards current trends, in terms of retention and sector type, labour force participation rates and population projections. As well as this, the projections in this section are based on the employment counts for the Marsden Catchment reported by Statistics New Zealand.

Property Economics is aware that up to 30% of employees in any given area do not register the location of their job and therefore are not covered by this statistic. Additionally, sole traders often fall outside these statistics and have been considered in the following ratios. The ratios applied within this report are based on that shortfall and compensate for it in terms of relevant demand. The following assessment takes into account the identified Statistics NZ ECs as they relate to the land ratios developed nationally and locally by Property Economics. These ratios take into account the discrepancies identified through the preceding sections of this report.

The commercial employment projections in this forecast exclude retail-based employment. Land demand estimates associated with retail activity are based on retail expenditure forecasts which are generated through the Property Economics Retail Model and are assessed separately later in this report.

Table 4 outlines the employment growth forecasts based on the past 17 years of trends for these grouped sectors, national sector changes and high population growth for the catchment and Region.

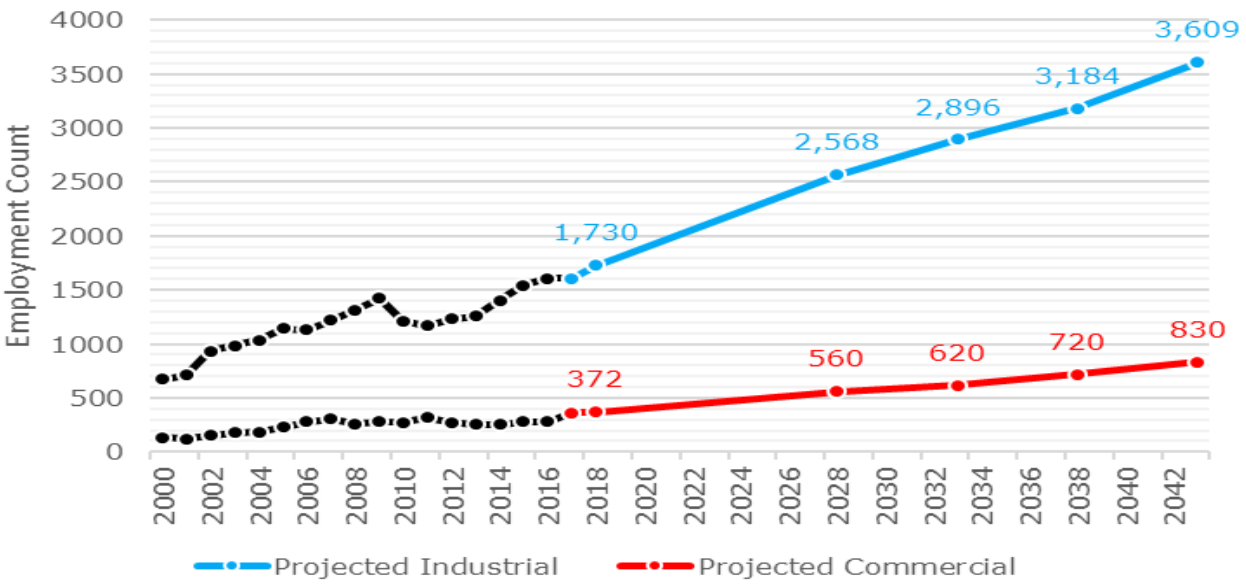
Figure 7 following provides a graphical representation of this growth. They indicate that employment in these two sectors is projected to grow by approximately 2,650 employees net by 2043 from the current estimated 2018 employment base of 2,837 employees. This represents net growth of around 93% over the 2018-2043 period in these two key property sectors.

TABLE 4: INDUSTRIAL AND COMMERCIAL SECTOR EMPLOYMENT PROJECTIONS (2018-2043)

	2018	2028	2033	2038	2043	Net Growth (2018 - 2043)	Percentage Growth (2018 - 2043)
Industrial	1,730	2,568	2,896	3,184	3,609	1,879	109%
Commercial	372	560	620	720	830	458	123%
Total	2,837	4,142	4,596	4,930	5,478	2,641	93%

Source: Property Economics

FIGURE 7: INDUSTRIAL AND COMMERCIAL SECTOR EMPLOYMENT FORECAST (2018-2043)



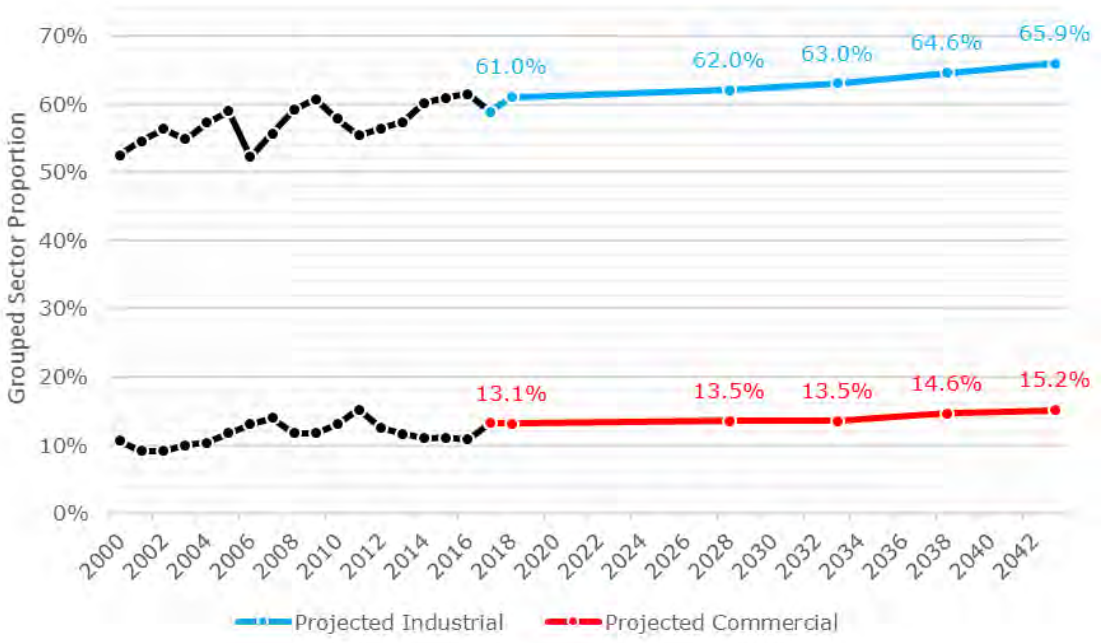
Source: Property Economics, SNZ

The commercial sector is forecast to have an employment base of 830 employees by 2043 given the changing nature of the Marsden Catchment and the introduction of Marsden City. This represents growth in the commercial sector of 123% over the forecast period.

The industrial sector is projected to observe net growth of approximately 1,880 employees between 2018 and 2043, an increase of around 109%. This continues the historical trend observed in the industrial sector where the industrial grouped sector grew from 52% of catchment employment in 2000 to 59% in 2017.

Figure 8 provides a graphical representation of the forecast grouped sector employment proportions across the two property sectors between 2018 and 2043.

FIGURE 8: GROUPED SECTOR EMPLOYMENT FORECAST AS A PROPORTION OF EMPLOYMENT (2018-2043)



Source: Property Economics, SNZ

These projections forecast a slight shift of the employment base towards commercial and industrial activity and a relatively strong rate of growth across both sectors and for the catchment as a whole.

10. RETAIL EXPENDITURE AND SUSTAINABLE GFA

To assess retail demand Property Economics uses a sustainable footprint approach and forecasts the level of retail sector expenditure generated in the identified market[1] on an annualised basis.

Sustainable floor space in this context refers to the level of floor space (GFA) proportionate to an area's retainable retail expenditure that is likely to result in an appropriate quality offer. This does not necessarily represent the 'break even' point, but a level of sales productivity ($ / sqm) that allows retail stores to trade profitably and provide a good quality retail environment.

Forecasting the level of retail expenditure represents what Marsden City, and the retail stores within the catchment could potentially achieve from its core economic catchment.

It is important to note that the retail expenditure generated in the identified market does not necessarily equate to the sales of any retail stores within the market. Residents can freely travel in and out of the area, and they will typically choose centres with their preferred range of stores, products, brands, proximity, accessibility, environment and price points. This is of particular relevance to the Marsden City catchment as there is potential for considerable spend leakage and inflow across various ANZSIC sectors. Therefore, the retail expenditure generation forecast for Marsden City catchment represents what the commercial centres and retail stores within the catchment could potentially achieve.

For the purpose of this report there is also a need to translate net retail trading floor space into GFA, as net retail trading floor space excludes floor area in a retail area used for storage, warehousing, staff facilities, office or toilets etc. These activities typically occupy around 25-30% of a store's GFA. For the purpose of this analysis a 30% average ratio has been applied.

Retail expenditure forecasts have been based on the aforementioned high growth projections shown in Figure 4. These forecasts have been prepared using the Property Economics Retail Expenditure Model, with a more detailed breakdown of the model and its inputs outlined in Appendix 4.

Note, the retail expenditure and GFA forecasts exclude retail activities, as categorised under the ANZSIC[2] classification system, of:

- Accommodation (hotels, motels, backpackers, etc.)
- Vehicle and marine sales & services (petrol stations, car yards, boat shops, caravan sales, and stores such as Repco, Super Cheap Autos, tyre stores, panel beating, auto electrical and mechanical repairs, etc.)

[1] *Retail sector expenditure is calculated on an annualised basis in dollars using the 2006 ANZSIC categories*

[2] *Australia New Zealand Standard Industrial Classification*

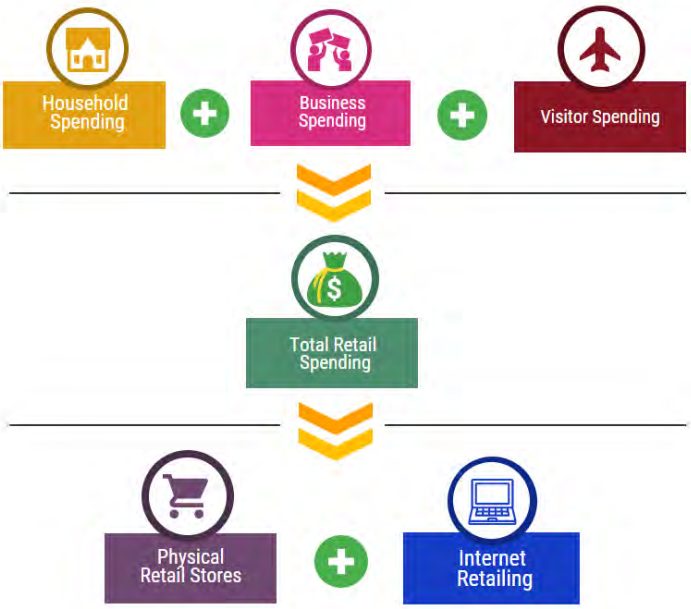
- Hardware, home improvement, building and garden supplies retailing (e.g. Mitre 10, Hammer Hardware, Bunnings, PlaceMakers, ITM, Kings Plant Barn, Palmers Garden Centres, etc.)

The above activities are not considered to be core retail expenditure, nor fundamental retail centre activities in terms of visibility, location, viability or functionality. The latter two activities generally have great difficulty establishing new stores in centres due to economic and geographic constraints, i.e. the commercial reality is that for most of these activity types it would be unviable to establish new stores in centres given their modern store footprint requirements. Meaning that these activity types would be unable to locate successfully in centres for an extended period of time (beyond initial lease term) due to property economic considerations such as rent, operating expenses, land value and site sizes.

Also excluded are trade based activities such as kitchen showrooms, plumbing stores, electrical stores, paint stores, etc. for similar reasons.

This is not to imply that these activity types are not situated in centres, as in many instances some of these land uses remain operating in centres as a historical overhang. However, moving forward it is increasingly difficult from a retail economic perspective to see these store types establishing stores in centres (new or redeveloped, or potentially if subsidised), albeit they likely have equal planning opportunity to do so.

The following flow chart provides a simple graphical representation of the Property Economics Retail Expenditure Model to assist Marsden City LP in better understanding the methodology and key inputs utilised.



Growth in real retail spend has also been incorporated at a rate of 1% per annum over the forecast period. The 1% rate is an estimate based on the level of debt retail spending, interest rates and changes in disposable income levels, and is the average inflation adjusted increase in spend per household over the assessed period.

10.1. MARSDEN CORE CATCHMENT SPENDING PATTERNS

Spending patterns have been assessed using retail transaction data sourced from MarketView - a service provided by Verisk. Previous MarketView analysis in Waipu by Property Economics has been used as a proxy to assess approximate inflows and outflows of retail spend from the Marsden catchment, and in which sectors these inflows and outflows are the most prevalent. Property Economics consider this appropriate given the close proximity of Waipu to Marsden, the fact that Waipu is within the Marsden City Core Economic Catchment and the likely the similarities in visitor spend within the two areas.

MarketView data is based on the spending and retail transactions of Paymark credit and debit (EFTPOS) cardholders[3]. The MarketView data has been collected from a range of stores across the spectrum of assessed retailers in the catchment, from national chains to small independent stores.

As a guide, electronic card transactions account for approximately 60%-70% of retail spending within NZ. The retail transactional data is based on the calendar year period of January 2015 – December 2015. This discreet period has been chosen as it is an annualised period thereby removing any seasonal variations and is considered the best proxy for quantifying the current spending patterns of the market.

Given the large sample size of card holders and prolific use of EFTPOS and credit cards within NZ, MarketView data is considered to provide a robust and accurate depiction of the destination and origin of retail spending flows in and out of the core market, and hence has been used as a basis for this assessment.

10.2. DESTINATION OF RETAIL SPENDING

'*Destination*' retail spending is derived from identifying where retail expenditure generated in Marsden City's core retail market is spent, quantifying the 'outflow' of spend from the catchment's retail market on an annualised basis.

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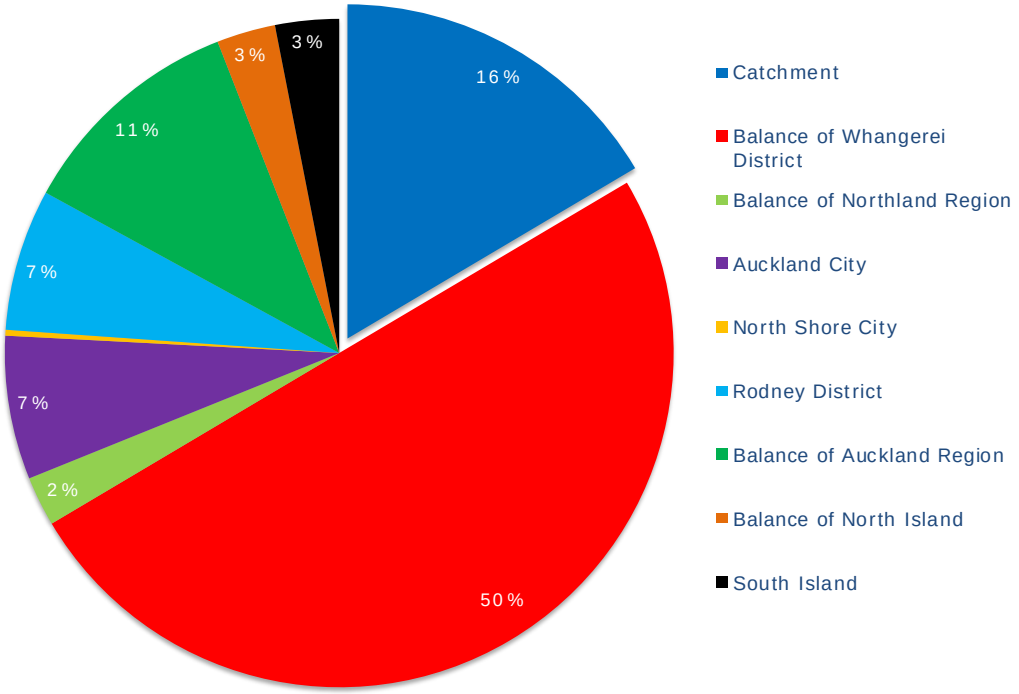
[3] *Market View data excludes business and corporate cards. The transaction values include GST but exclude cash out with purchases. Market View does not pick up hire purchase, direct debit/credit payments or cash-based spending.*

Figure 9 illustrates the composition of retail spending made by residents residing in the core Marsden City catchment by *'destination'* across all retail sectors,

FIGURE 9: DESTINATION OF MARSDEN CITY CATCHMENT RESIDENT RETAIL SPENDING



Source: Property Economics, MarketView

Separating the catchment's retail spend by destination illustrates that Marsden's core localised catchment experiences a substantial amount of leakage to centres located outside of the core market. Almost 85% of total retail expenditure generated by the Marsden City market is *'lost'*, i.e. $4.20 of every $5 generated in Marsden's core market is being spent outside of the catchment (retail leakage). This shows the Marsden catchment is not currently meeting the catchment's fundamental retail requirements, with many choosing to shop elsewhere.

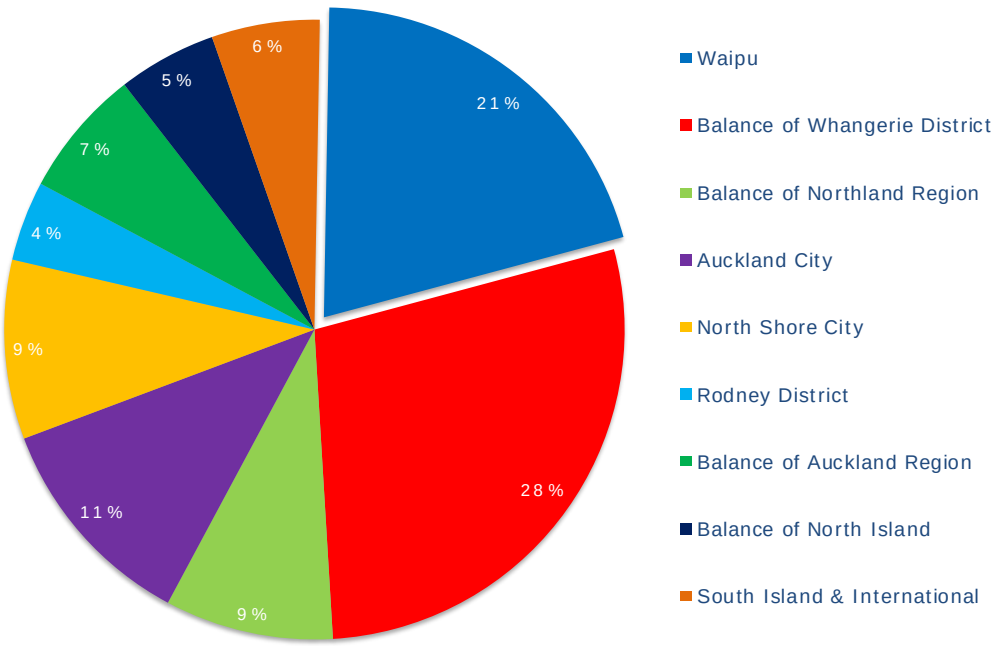
Half of the core Marsden City catchment's generated retail expenditure is lost to the balance of Whangarei District (50% of the total market leakage). This low level of retention for the identified market is attributable to the limited local retail provision that currently exists, rather low-quality retail offer and environment, coupled with the high level of competition that the catchment faces, particularly within the wider Whangarei District. These factors mean that some leakage is expected, however the catchment is considered to have significantly higher than expected levels of leakage and therefore has a substantial opportunity for a more compelling retail provision locally.

10.3. ORIGIN OF SPEND

'Origin' of retail spending represents where retail spend within the core Marsden City Catchment is derived, in other words the areas where retail shoppers of the centres in the area reside. This enables the quantification of the 'inflow' of retail dollars into the market, and the composition of that inflow.

Figure 10 illustrates the proportional composition of retail spending within the core Marsden City Catchment from New Zealand and International markets.

FIGURE 10: ORIGIN OF MARSDEN CITY CATCHMENT RESIDENT SPEND



Source: Property Economics

Around 80% of the catchment's retail sales are attributable to customers residing outside of the core localised catchment, i.e. visitor spending, with only 21% of total retail expenditure originating from core catchment residents.

This unusually high proportional visitor spend exists due to the popularity of the One Tree Point-Ruakaka-Waipu areas as a tourist holiday destination, which increases the market size and potential for Marsden City considerably.

Almost 30% of market retail expenditure originates from customers residing in the wider Whangarei District, indicating that the Marsden-Ruakaka-Waipu area functions as a service centre and visitor destination for its surrounding rural environs.

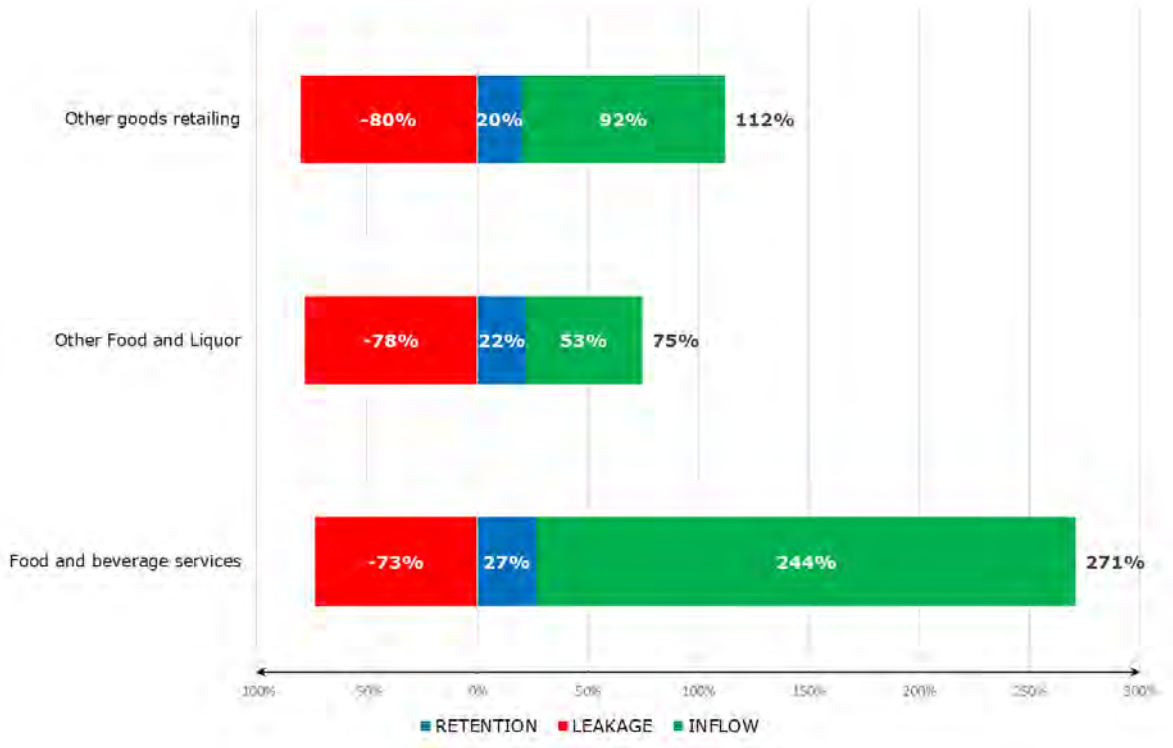
10.4. NET RETAIL FLOWS

Assessing the proportional level of leakage or outflow of retail dollars leaving, and the proportional inflow of retail dollars entering the Marsden City core market quantifies the net flow of retail expenditure within the core market. This is helpful in identifying sectors with potential or '*gaps*' in the current Marsden-Ruakaka-Waipu area offer, and builds on the analysis undertaken in the previous sections.

For the purpose of this analysis, the report compares inflows and outflows as a proportion of total spending or retail expenditure generated within the core Marsden City market. This means that the inflow and outflow percentages represent the proportion of spending as a proportion of what the core market generates on an annualised basis.

Figure 11 assesses the proportional level of leakage / inflow of retail dollars exiting / entering the Marsden City catchment by sector to determine a net flow position for each sector. It is worth noting that only three main sectors are presented in Figure 11. There are very few, if any store types outside of these sectors within the core catchment. Therefore, outside of these sectors there is little inflow of retail spend into the catchment and a near 100% outflow. This is due to catchment residents having no other option but to take retail spend to larger centres outside of the identified catchment with a more diverse and comprehensive offering.

FIGURE 11: CORE MARSDEN CITY CATCHMENT RETAIL SPENDING PATTERNS



Source: Property Economics, MarketView

The market experiences high levels of leakage across all retail sectors, with over 70% leakage across every retail sector. This highlights the significant opportunity to increase retail expenditure retention within the Marsden-Ruakaka-Waipu area across the board with a more comprehensive and more compelling offering.

There are three sectors in the catchment which currently observe a positive inflow of retail expenditure. Food and Liquor Retailing, Food and Beverage Services and Other Goods Retailing.

Food and Liquor retailing observes a current net position of 75% (or-25% net) i.e. food and liquor retailing in Marsden City's catchment is 25% less than what the market generates on an annualised basis. In this sense, the level of leakage observed from the catchment is offset by spend inflow in this sector, however not to the same degree as the outflow.

Other goods Retailing is the only sector aside from Food and Beverage Services to observe a positive net position, with a position of 112% (or +12% net).

The Food and Beverage Services sector also has a strong net position in the Marsden core catchment. With inflows being far greater than outflows, the sector has a position of over 270% (or +170% net). However, the sector still has significantly high levels of leakage despite the large visitor spend and strong positive net position, hence there is scope to further increase retail expenditure retention and sector performance.

10.5. PROJECTED RETAIL EXPENDITURE

Table 5 following provides retail expenditure forecasts for the Marsden City Core Catchment '*factoring in*' net inflows from visitors to the catchment.

TABLE 5: CORE MARSDEN CITY CATCHMENT RETAIL EXPENDITURE ($M)

Core Economic Catchment Gross Retail Spend	2018	2023	2028	2033	2038	2043	Net Growth # (2018-2043)
Food retailing	$43.2	$51.0	$58.6	$66.5	$74.6	$81.2	$38.0
Clothing, footwear and personal accessories retailing	$4.5	$5.3	$6.1	$6.9	$7.7	$8.3	$3.8
Furniture, floor coverings, houseware and textile goods retailing	$2.9	$3.4	$3.8	$4.3	$4.9	$5.3	$2.4
Electrical and electronic goods retailing	$3.8	$4.5	$5.1	$5.8	$6.5	$7.0	$3.2
Pharmaceutical and personal care goods retailing	$2.7	$3.2	$3.6	$4.1	$4.6	$5.0	$2.3
Department stores	$5.6	$6.6	$7.6	$8.6	$9.6	$10.4	$4.7
Recreational goods retailing	$2.9	$3.4	$3.8	$4.3	$4.9	$5.3	$2.4
Other goods retailing	$8.1	$9.6	$11.0	$12.5	$14.0	$15.3	$7.2
Food and beverage services	$40.2	$47.9	$55.2	$62.9	$70.9	$77.4	$37.1
Total	$113.9	$134.8	$154.9	$176.0	$197.6	$215.0	$101.1

Source: Property Economics

The core Marsden City Catchment is estimated to generate retail expenditure of $114m annually at present. This is projected to increase to $215m p.a. by 2043.

Food retailing is currently the largest retail sector generating just over $43m p.a of expenditure and accounting for approximately 38% of total retail expenditure in 2018. This is followed by the Food and Beverages services sector which is estimated to generate around $40m of retail expenditure. When combined with Food Retailing the food industry of the Marsden City catchment equates to approximately 73% of total retail expenditure. This is typical for a visitor '*hot spot*' area, where visitors increase food and beverage spending in holiday locations.

10.6. SUSTAINABLE RETAIL GFA FORECASTS

Table 6 following provides sustainable GFA forecasts for the annual retail expenditure generated by the core market.

[redacted]

51789.17

TABLE 6: CORE CATCHMENT SUSTAINABLE RETAIL GFA

Core Economic Catchment Gross Sustainable Retail GFA (sqm)	2018	2023	2028	2033	2038	2043	Net Growth # (2018-2043)
Food retailing	6,020	7,110	8,170	9,280	10,410	11,310	5,290
Clothing, footwear and personal accessories retailing	980	1,150	1,310	1,490	1,660	1,800	820
Furniture, floor coverings, houseware and textile goods retailing	1,130	1,330	1,520	1,720	1,920	2,080	950
Electrical and electronic goods retailing	1,210	1,420	1,620	1,840	2,050	2,220	1,010
Pharmaceutical and personal care goods retailing	430	500	580	650	730	790	360
Department stores	2,300	2,710	3,090	3,500	3,910	4,230	1,930
Recreational goods retailing	860	1,020	1,160	1,310	1,470	1,590	730
Other goods retailing	2,330	2,760	3,180	3,620	4,060	4,420	2,090
Food and beverage services	7,190	8,550	9,860	11,240	12,660	13,810	6,620
Total	22,450	26,550	30,490	34,650	38,870	42,250	19,800

The core Marsden City market currently generates enough annualised retail expenditure to sustain approximately 22,450 sqm of retail GFA. This is forecast to grow to approximately 42,250 sqm by 2043, equating to a net increase of +19,800 sqm of retail GFA over the period (rounded).

The majority of this growth is forecast to occur in the Food Retailing and Food and Beverages sectors. These sectors are forecast to be able to sustain an additional 5,290 sqm and 6,620 sqm of retail GFA respectively by 2043, collectively accounting for 60% of sustainable GFA growth.

The economic analysis indicates the core catchment could sustain one modern-day full department supermarket at present (i.e. a Countdown or New World store) or two smaller supermarket offers / brands such as Fresh Choice, SuperValue and / or New World Metro. By 2043 the core catchment could sustain two large supermarkets.

The analysis clearly shows food retailing stores and cafes, bars and restaurants are key store types to facilitate and target within Marsden City Town Centre to build its retail base.

Note the sustainable GFA identified in Table 6 is for retail provision only. Other non-retail commercial services that typically form part of retail centres are identified separately later in the report.

11. BUSINESS LAND ESTIMATES

This section translates the employment forecasts (by category based on the 2nd level of ANZSIC categories) and retail demand projections into land requirements based on dynamic employment to land ratios. This includes land demand associated with industrial, commercial (office and services) and retail activities.

11.1. DEMAND ASSUMPTIONS

The key component in translating these figures are the employment to floorspace / land ratios. Property Economics have developed these ratios based on national trends, both in terms of the current average ratio by employment sector and the dynamic trends that have occurred in terms of changes to these ratios through time. These ratios have been assessed against the Marsden City activities specifically to arrive at an average floorspace and land requirement by sector.

11.2. INDUSTRIAL ACTIVITY AND LAND DEMAND

Demand for industrial land originates from a number of changes in the Marsden Catchment and the surrounding economy. These include:

- Changes in economic composition
- Growth in industrial sectors
- Changes in land requirements by product and employee
- Changes in industry practice
- Price of industrial land (Quantity demanded)
- Competing uses.

In terms of the last issue, this report assumes that the historical trends seen in competing uses continue at the rate seen over the past 10 years.

A key aspect of the influence of declining and growing industrial sectors is their ability of the latter to utilise either underutilised or vacant premises. This is when an industrial sector declines in activity the ability for growing sectors to utilise potentially vacant premises. This flexibility 'factor' plays a significant role in the level of net additional industrial land required.

Over time it is expected that this flexibility becomes 'perfect' with either new industrial activity utilising the space or viable commercial and other activities occupying and redeveloping the space (e.g. reuse of brownfield land). However, this flexibility only tends to perfect over the long term (new business having to potentially demolish or redevelop old premises). With a large supply of industrially zoned vacant greenfield or brownfield options, this is less likely to occur in the short run.

11.3. INDUSTRIAL LAND REQUIREMENT

Table 7 presents the net additional industrial floorspace and land requirements to 2043. Property Economics project a net additional industrial land requirement of approximately 64ha for the core Marsden catchment by 2043.

TABLE 7: INDUSTRIAL FLOORSPACE AND LAND REQUIREMENTS (HA)

	2018	2028	2033	2038	2043
Net Additional Industrial Floorspace Requirement (sqm)	19,457	86,913	128,425	170,034	222,739
Net Additional Industrial Land Requirement (ha)	5.56	24.83	36.69	48.58	63.64

Source: Property Economics

11.4. COMMERCIAL OFFICE ACTIVITY AND LAND DEMAND

The distribution of commercial office activity is predicated on both the amenity within commercial zones (along with profile) and the appropriate supply and pricing of commercial land and premises.

Unlike industrial space however there is a much greater uniformity to the properties occupied by commercial office activities and so the level of flexibility within the industry both between businesses and the ability for premises to be 'divided' is significantly greater than that within industrial activities.

For the purposes of this report, estimates on building footprint to building floor area[4] have been applied. Typically, a key variance between floorspace requirement and land requirement is the number of storeys associated with a given area. There is the need to consider the fact that commercial office space has the potential to be multi-storey and locate above other commercial offerings such as ground floor retail or commercial service provisions. Having assessed the average across New Zealand, Property Economics have historically used a 1.6 average building height in urban settings.

However, it was deemed for the purposes of this project, that it is less likely for multi-storey commercial office activity to occur within this development in the context of Marsden City. So as not to understate the potential land requirements, the commercial office activity has assumed to be all at grade for in this assessment.

11.5. COMMERCIAL OFFICE LAND REQUIREMENT

Table 8 illustrates the net additional demand for commercial office floorspace under the consideration of the aforementioned factors. It shows that growth in the commercial office sector translates into an additional total land requirement of around 3ha by 2043. That is the net

[4] *Sourced from a combination of the rating and valuation databases*

additional land required to support projected commercial office growth in the catchment over a 25-year period. This projection is built upon a total net floorspace requirement of approximately 11,800 sqm.

TABLE 8: COMMERCIAL OFFICE FLOORSPACE AND LAND REQUIREMENT FORECASTS (HA)

	2018	2028	2033	2038	2043
Net Additional Commercial Floorspace Requirement (sqm)	300	5,004	6,504	9,004	11,754
Net Additional Commercial Land Requirement (ha)	0.08	1.25	1.63	2.25	2.94

Source: Property Economics

11.6. RETAIL AND COMMERCIAL SERVICE ACTIVITY AND LAND DEMAND

Retail expenditure projections produced by the Property Economics Retail Expenditure Model have been utilised in formulating an estimate of retail and commercial service land demand for the core Marsden City catchment.

Table 9 presents the level of sustainable retail GFA (sqm) that can be supported by the core Marsden Catchment from 2018 to 2043 on an annualised basis, given the levels of retail expenditure forecast. These projections include the current proportional level of retail expenditure net inflow into the catchment on an annualised basis.

TABLE 9: RETAIL AND COMMERCIAL SERVICE FLOORSPACE AND LAND REQUIREMENT FORECAST

	2018	2023	2028	2033	2038	2043	Net Additional (2018-2043)
Sustainable Retail GFA Requirement (sqm)	22,450	26,550	30,490	34,650	38,870	42,250	19,800
Non-Retail Commercial Services (sqm)	11,225	13,275	15,245	17,325	19,435	21,125	9,900
Total Retail/Commercial Service Requirment (sqm)	33,675	39,825	45,735	51,975	58,305	63,375	29,700
Retail/Commercial Service Land Requirement (ha)	5.6	6.6	7.6	8.7	9.7	10.6	5
Likely Land Requirement (ha) + NPS buffer	6.7	8.0	9.1	10.0	11.2	12.1	5.4

Source: Property Economics

Table 9 shows that current retail expenditure in the Marsden catchment can sustain 22,450 sqm of retail GFA, which is expected to rise to 42,250 sqm by 2043.

This analysis also assesses the influence of the spending patterns on the total future market opportunity / potential within the Marsden core catchment. It is important to consider the non-retail commercial functions of town centres in any assessment of future centre potential as most centres are comprised of more than simply retail stores. They typically contain a variety of localised commercial and professional services such as those outlined in Appendix 5. These activities generally comprise of around half a successful town centre's retail GFA.

Given this application, the current total sustainable floorspace considering both retail and commercial service activities is approximately 33,700 sqm and is expected to increase to 63,400 sqm by 2043. This equates to a net addition of 29,700 sqm of retail and commercial service floorspace.

When translating GFA requirement to land area, as with commercial offices the proportion of 'at-grade' floorspace must be considered i.e. the proportion of retail and commercial service GFA that can be accommodated at ground level tenancies. Considering the location and convenience nature of the development we have considered it appropriate to apply the following to retail and commercial service floorspace with regard to at grade and above grade space:

- 50% of commercial service floorspace is at-grade, 50% above grade.
- 100% of retail floorspace is at-grade.

It is assumed that 50% of commercial service land can be accommodated within ground level tenancies, while the other half can be accommodated by above ground level tenancies (i.e. 2-3 storey buildings), and 100% of retail GFA will reside in at-grade tenancies. Multilevel commercial premises also provide more efficient land development.

A land to GFA ratio of 50:50 has been applied, meaning retail and commercial service GFA is assumed to occupy 50% of centre land requirement.

Given the above, the 'at grade' retail and commercial service land requirement the Core Marsden Catchment can currently sustain is estimated at 5.6ha. This increases by 5ha to 10.6ha by 2043 based on potential market growth. This assumes all the land provision is developable and is efficiently developed.

Additionally, an NPS buffer of 20% over the medium term and 15% over the long term is applied to calculate the amount of zoned capacity that should be made available.

11.7. NET ADDITIONAL BUSINESS LAND DEMAND SUMMARY

Table 10 provides a summary of the net additional business land that will be required to accommodate demand in the core catchment to 2043. In total a net additional 72 hectares of business land is projected to be required to meet demand to 2043.

For industrial sector activities a total of 64ha (88%) of this requirement is for industrial land, around 3ha (4%) for commercial offices and the residual 5.4ha (8%) for retail and commercial service activity.

TABLE 10: MARSDEN CITY CATCHMENT NET FUTURE BUSINESS LAND REQUIREMENT (HA)

	2028	2033	2038	2043
Net Additional Commercial Service and Retail Land Requirements	2.41	3.23	4.44	5.41
Net Additional Industrial Land Requirements	24.83	36.69	48.58	63.64
Net Additional Commercial Office Land Requirements	1.25	1.63	2.25	2.94
Total Net Additional Land Requirement	28.5	41.6	55.3	72.0

Source: Property Economics

12. EXISTING LAND CAPACITY

The Whangarei District Plan and the Marsden Point - Ruakaka Structure Plan (2008) have been used to formulate an estimate of existing commercial and industrial land capacity in the Core Economic Catchment. This estimate does not include the industrial and commercial land associated with the proposed development. In the Whangarei District Plan, commercial and industrial land is separated into various different environments. The District Plan environments that are relevant to Marsden Catchment land can be summarised as follows:

- **Business 2:** Encompasses a wide range of business and light industrial areas. For the purpose of this analysis, the activity type on the land covered by Business Zone 2 is considered light industrial.
- **Business 3:** Generally includes shopping centres outside of the Whangarei CBD and business areas near living environments. The general purpose of this zoning is to provide localised convenience retail and commercial service activities. For the purpose of this analysis, the activity on Business 3 Zone is considered to be commercial.
- **Business 4:** Generally encompasses the heavy industrial areas of the district. All Business 4 Zone land is considered to be attributable to Heavy Industrial activity.

Table 11 summarises the business land currently zoned in the Marsden Catchment under the existing Marsden City Structure Plan and proposed Structure Plan. This is an estimate made by Property Economics based on the most recent Whangarei District Plan, HG Report and the Marsden Point-Ruakaka Structural Plan.

TABLE 11: CURRENT BUSINESS LAND CAPACITY IN THE CORE ECONOMIC CATCHMENT (HA)

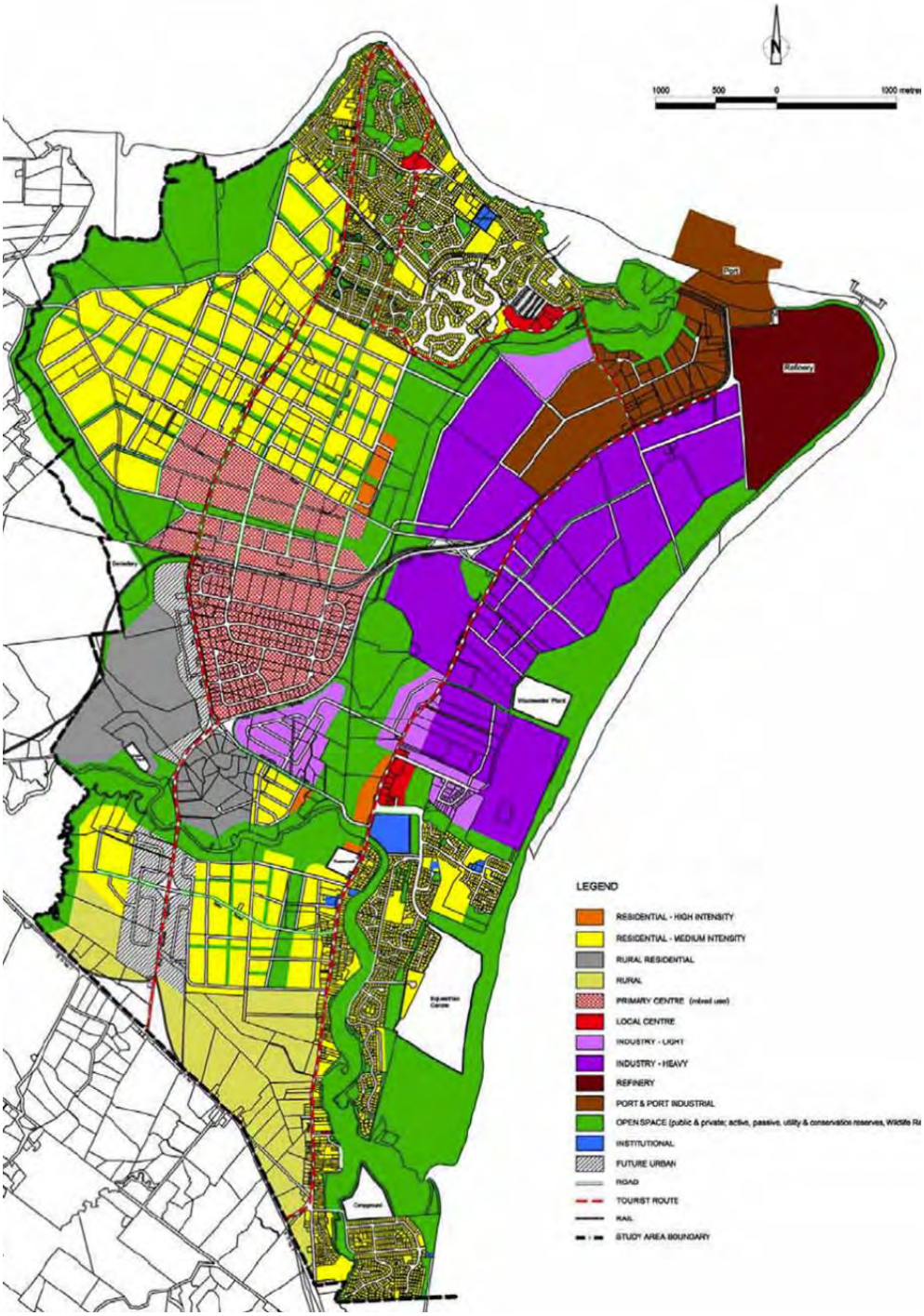
Activity Type	Commercial	Light Industrial	Mixed Use	Heavy Industrial	Marsden Point Port	Marsden Point Refinery	Total
Existing Zoned Capacity (ha)	40	137.8	45.2	460	145	115	943
Proposed Zoned Capacity (ha)	28.21	100	25	460	145	115	873.21
Net Change	-11.79	-37.8	-20.2	0	0	0	-69.79

Source: Property Economics, Harrison Grierson

Currently, including the existing Marsden City Structure Plan, an estimated 943 hectares of business zoned land in the core catchment, of which around 460ha is zoned to accommodate Heavy Industrial activities and approximately 138ha zoned for Light Industrial activities. Commercial and Mixed-Use land uses have around 85ha zoned land.

An estimated 260 hectares is specifically zoned as Marsden Point Port and Refinery Land. Figure 12 shows the Structure Plan for the Marsden Point - Ruakaka area from which these estimates are derived.

FIGURE 12: MARSDEN POINT-RUAKAKA STRUCTURE PLAN 2008



Source: Marsden Point-Ruakaka Structural Plan 2008

The current land use provisions in the area highlight the strong influence of Marsden Point activities on the local zoning profile with around 858ha (91%) attributable to either industrial zones or Marsden Point Port and Refinery activities.

Under the proposed Marsden Structure Plan the light Industrial zone provision drops by around 37.8ha and the land provision for Commercial activities drops by around 11.8ha. The proportional drop in Industrial zoned land is insignificant (-4.4%) in the context of the wider industrial provision of over 850ha.

Industrial Provision

As shown in Figure 12, the majority of the Heavy Industrial land provision stretches south from the Marsden Port and Refinery area on both sides of Marsden Point Road, with a small portion of land in Waipu. The majority of Light Industrial provision in the area is located in three locations, along the access road to the Marina, on the northern fringe of the Ruakaka township and the southern fringe of Marsden City (across SH15A).

Commercial Provision

The land zoned for Commercial activity is mostly comprised of the Waipu and Ruakaka town centres with two small provisions at One Tree Point. Approximately 6.5ha of the commercially zoned land in the catchment is in Waipu. This includes around 1.5ha of land on Nova Scotia Road rezoned to support additional commercial development in the township.

The Ruakaka Town Centre consists of approximately 6.5ha of commercially zoned land on Marsden Point Road, with commercial provision largely adhering to a secondary Suburban Centre format under the District Plan.

The commercially zoned land at One Tree Point totals approximately 7ha and is split into two areas, a 5ha site as part of the marina development and a 2ha site within the existing One Tree Point residential area. Both areas of commercial land have material development potential remaining and the sites are zoned to accommodate local convenience centres to service the One Tree Point area and marina in the future.

The residual commercial land is located within Marsden City.

Based on site visits to the area by Property Economics, there is a significant portion (estimated to be over 75%) of vacant business zoned land, particularly in the Heavy and Light Industrial Zones.

12.1. NET INDUSTRIAL LAND DEMAND VS CAPACITY DIFFERENTIAL

Table 7 summarises the industrial land requirement for the core catchment, forecasting a net additional land requirement of just under 64ha to 2043.

Under the existing industrial land provision in the area there is approximately 600ha of light and heavy industrial land in the core catchment (excluding Marsden Point Port and Refinery land). Given the significant development potential of this land (estimated at around 75% vacant), this indicates around 450ha is available to accommodate future growth in industrial demand.

Factoring in the proposed Marsden City Structure Plan the estimated vacant industrial capacity decreases marginally to around 410ha.

Given this approximation, current vacant industrial capacity in the core Marsden City Catchment is more than sufficient to meet future demand. Under both the proposed and existing Marsden City Structure Plans, vacant industrial land capacity exceeds net additional demand by in the order of 350ha+ including the relevant NPS UDC buffers.

12.2. NET COMMERCIAL LAND DEMAND VS CAPACITY DIFFERENTIAL

Tables 8 and 9 summarise the commercial office, retail and commercial service land requirements for the core Marsden catchment, projecting a net additional requirement in the order of 8.5ha to 2043.

At present there is approximately 40ha of Commercial land in the core Marsden City Catchment that can accommodate commercial office, retail and commercial service activities. Property Economics estimates that around 25-30ha of this land is currently vacant.

Factoring in the proposed Marsden City Structure Plan, the quantity of commercial land in the core catchment decreases to approximately 28.2ha, with significant vacant provision.

Given this broad approximation, current vacant commercial capacity in the core Marsden City Catchment is more than sufficient to meet projected future demand. In essence there is already excessive commercial land provision in the core catchment for the current and projected future size of the market.

It should be noted that this differential estimate does not include other mixed-use land that can potentially be used to accommodate a portion of retail, commercial office and commercial service activities. This provides an indication of the sheer scope of land available for retail, office and commercial service activities currently in the catchment over and above projected land demand.

In summary, under a 'business as usual' scenario, i.e. in the absence of any significant unforeseen positive economic shocks in the area (i.e. Ports of Auckland relocating to Marsden Point), current industrial and commercial provision in the core catchment is more than sufficient to meet projected future business land demand. In this context, in terms of supply and demand we consider the proposed Marsden City Structure Plan land breakdown as appropriate given the existing baseline in the market and projected growth of the area.

Property Economics consider the proposed Marsden City Structure Plan in its current form does not have a high-risk investment profile and provides a more balanced land composition breakdown to better reflect the opportunities in the market and better align with projected growth.

13. TRADE COMPETITION AND RETAIL DISTRIBUTION EFFECTS

In terms of assessing potential retail economic effects under the RMA given the significant increase in the commercial land provision within the proposed Marsden City Structure Plan, there is first a need to differentiate between trade competition effects and flow-on retail distribution effects. By themselves, trade competition effects are not justification for denying a retail application under the RMA, unless they are of a level that generates significant adverse flow-on retail distribution effects on the existing centre network of the area. It is within this broader context that the relative merits of the proposed Structure Plan, in terms of retail impacts, needs be considered under the RMA.

Retail distribution effects are generated by, and are the result of, consequential trade competition effects. These effects can range across the spectrum (positive and negative) depending on the level of effects generated, which are heavily dependent on the scale, type and location of the proposed activity, among other attributes.

Where the patterns of support and commercial activity within an existing centre would not change dramatically within a locality as a consequence of a proposed activity, then the retail distribution effects are not considered to be significant.

Put another way, retail distribution effects would occur where a new business (or cluster of businesses) affects an existing centre to such a degree that it would erode a centre's viability, causing a decline in its function and amenity, and disenabling the people and communities who rely upon those existing (declining) centres for their social and economic wellbeing.

Retail distributional effects are differentiated from the effects of trade competition on trade competitors, which are to be disregarded pursuant to s104 (3)A of the RMA when considering resource consent applications. Although retail distributional effects are a relevant consideration for a consent authority, it should be noted that Environment Court case law has made it clear that those effects must be significant (but not necessarily ruinous) before they could properly be regarded as going beyond the effects ordinarily associated with trade competition.

Under the proposed Marsden City Structure Plan the Local Commercial land use area decreases marginally to 3.6ha from 3.7ha (referred to as Core Retail under the existing Marsden City Structure Plan), resulting in a net change of -0.1ha, while the Commercial Zone amounts to 4.81ha. Combined, the land area for these activities in the proposed Marsden City Structure Plan totals 8.4ha (excluding the Mixed-Use area).

13.1. EXISTING CENTRE NETWORK SUMMARY

There are two main centres in the core Marsden economic catchment that have the potential to be adversely affected under the proposed SP in the context of the RMA., the Ruakaka Town Centre and the Waipu Town Centre. It is necessary to evaluate any potential effects the net additional land provision within the proposed SP might have on these existing centres.

Ruakaka Town Centre

The Ruakaka Town Centre falls under the definition of a Secondary Suburban Centre in the Whangarei District Plan and provides a mixed retail and commercial service convenience offering to the local area.

The centre encompasses approximately 7.5ha of commercially zoned land, with provision including a small supermarket, medical centre and a pharmacy as well as financial, real estate and food and beverage services. It also accommodates local public services such as a library and police station.

The term town centre is considered a generous 'status' for the scale and scope of activities, and the role and function the centre plays in the local community. The centre is largely a convenience-based retail with many residents going further afield such as Whangarei for a more comprehensive retail offering and store types (i.e. full supermarket, clothing, department stores, furniture, etc.).

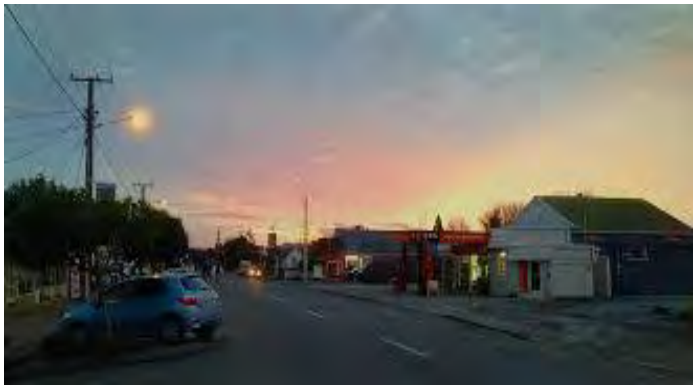
The Ruakaka Centre is primarily designed to service the Ruakaka township but is also likely to currently service the basic convenience requirements of the One Tree Point residential area due to the lack of existing local retail provision in the area. Within the scope of this economic report, the centre is likely to predominantly service the northern half of the identified Core Marsden catchment for convenience retail and commercial service purposes.

Currently, the centre occupies around half of its commercially zoned land. There are future plans to extend the centre to the north occupying the other half of this land. Once completed the centre is planned to span between Sime and Peter Snell Roads. This expansion would extend its retail and commercial function, to the detriment of Marsden City given they compete in the same market.

This centre is and will compete directly with retail activity within Marsden City in the future given both centres service the same market. The more the Ruakaka centre expands, the more market potential is lost from Marsden City.

A copy of the Ruakaka Town Centre expansion plan has been included in Appendix 6.

Waipu Town Centre



The Waipu Town Centre is also falls under the definition of Secondary Suburban Centre under the Whangarei District Plan. It adheres to a more traditional Town Centre format than the Ruakaka Centre with the majority of commercial activity situated either side of the main road through Waipu and is of a similar size at circa 6ha of commercial land coverage.

The offering in the Waipu township is similar to that of the Ruakaka centre with provision including a Four Square supermarket, pharmacy, petrol station and health centre, as well as food and beverage and financial services. The offering of the town centre is largely purposed to be a convenience type retail offering with residents going further afield to Whangarei for a more comprehensive retail offering.

The main urban settlements in the catchment the Waipu Town Centre predominantly services include Lang's Beach and the Waipu township. The centre currently services convenience requirements for these areas and visitors / holiday makers to the area.

The findings of an earlier Property Economics report suggested that there was potential in the Waipu market for additional retail provision and subsequently 1.5ha of land has since been consented for additional commercial development (this quantity has been included in the 6ha). Property Economics understands that this new commercial development has yet to be developed.

13.2. POTENTIAL EFFECTS ON EXISTING CENTRES

Property Economics understand that the intended commercial development in Marsden City will follow the definition of a Primary Suburban Centre under the Whangarei District Plan.

The existing commercial centres (small localised) in the catchment provide a convenience-based offering, tailored to their respective catchments and visitors. Convenience-based offering is not exclusive to any one retail category, but rather comprises of takeaway shops, convenience-based food retail, dairies, bakeries, and small local healthcare provisions.

Property Economics understands that the proposed offering within Marsden City will potentially differ from these existing commercial centres, with the proposed Marsden City Structure Plan commercial zone land provision of 8.4ha is likely to offer a more comprehensive and diverse offering of retail and commercial activities which are not offered elsewhere in the catchment.

The proposed Marsden City Structure Plan represents the centre of closest proximity to the Ruakaka retail centre. Once fully developed, in terms of role and function, the proposed Marsden City Structure Plan would be a 'higher-order' town centre compared to the Ruakaka retail centre and would draw customers from across the catchment. This envisaged role and function for Marsden City is already established in the District Plan so any 'effects' from Marsden City playing this role in the market has already been considered and accepted.

Importantly, from an economic effects perspective, the proposed Marsden City Structure Plan contains less land available for retail and commercial development than that currently enabled in the original Structure Plan. The proposed Structure Plan has a similar core retail area to that currently enabled (3.6ha vs 3.7ha respectively), however contains a net 5.3ha less for commercial activities and a net 20.1ha less Mixed-Use Zone proposed. This represents a significant lowering of land available for commercial development with the net outcome being the proposed Structure Plan would generate less trade competition effects on Ruakaka and Waipu than that currently enabled in the District Plan.

It is also important to note that centres of different roles and functions often work complementary to one another in a market, increasing efficiency through separation of retailing types (i.e. higher order 'comparison' retailing in town centres and convenience retailing in smaller convenience centres). Small localised convenience centres have a more limited retail offer and localised catchments, or conversely limited ability to attract significant customers from beyond local markets. These centres are lower in the hierarchy do not have the scale nor range of services to compete against higher-order centres, however, they provide positive economic benefits to the community by facilitating smaller and convenience-based shopping trips when a full 'Town Centre' offer is not required.

Waipu Town Centre, a more distant centre servicing the southern component of the Marsden Core market, will be able to continue playing its convenience function to residents in this area (and visitors) due to its convenience / better access for quick and frequently required purchases.

In summary, Property Economics consider that the commercial provision of 8.4ha is appropriate with what the market could sustain over long term and would generate less trade competition effects than currently enabled in the District Plan at Marsden City.

14. ECONOMIC COST/BENEFIT ANALYSIS

The proposed land use has the potential to result in a variety of economic costs and benefits on the local and wider community. Establishing the degree of these costs and benefits and the extent of their effects on the surrounding community is important in determining the overall impact of a potential development.

This section addresses the economic costs and benefits associated with the proposed development at a high level and establishes whether a net economic benefit or cost is likely to result on the local and wider community.

We provide analysis addressing the costs and benefits associated with the new structural plan against the counterfactual position of the existing structural plan. Table 12 provides a summary of land use in the proposed structural plan in comparison to those in the existing MPC structural plan.

TABLE 12: EXISTING VS PROPOSED LAND USE IN THE MARSDEN CITY STRUCTURE PLAN

Land Use	Status Quo Structure Plan	Proposed Structure Plan	Net Change
Core Retail	3.7	0.0	-3.7
Commercial Zone	0.0	4.8	4.8
Local Commercial Zone	0.0	3.6	3.6
Bulk Retail Commercial Services	10.1	0.0	-10.1
Mixed Use (Commercial/Buffer Residential)	6.1	0.0	-6.1
Mixed Use	45.2	25.1	-20.1
Residential	6.8	69.7	62.9
Industry	37.8	0.0	-37.8
Neighbourhood Park	0.0	1.4	1.4
Neighbourhood Centre	0.3	0.0	-0.3
Total	110	104.5	-5.46

Source: Property Economics, Harrison Grierson

This assessment assumes the following:

- The development will result in unique activity as opposed to a simple redistribution of expected growth,
- The development will occur, as outlined, in its entirety.

14.1. ECONOMIC BENEFITS

Some of the salient economic benefits associated with the proposed Structure Plan when assessed against the counterfactual of the existing Structure Plan are as follows:

- **Increased opportunity for higher quality and vibrant retail and commercial services offering:**

Land proposed for local commercial and commercial service usage amounts by 3.6ha and 4.81ha respectively and there is an additional 25.1ha of mixed-use land.

This provides a benefit of a consolidated commercial 'heart' for the community allowing space for a higher quality and virant retail and commercial service offering, allowing the catchment to capture a larger proportion of its gross retail spend. It would also allow for a more diverse retail offering covering more of the catchment's retail requirements and an improved shopping environment and experience. Furthermore, consolidation of the proposed Town Centre would generate economic efficiencies and agglomeration benefits, improve local employment, self-reliance, reduces the need for greater levels of travel, and creates a more competitive commercial location to attract commercial activities.

- **Increased Local Employment and Employment Opportunities**

The proposed Structure Plan brings the benefit of increased commercial employment opportunities in Marsden City and the core catchment in general.

The commercial land along with mixed use land will provide a base for a greater quantity of commercial offices and a more comprehensive and diverse retail offering. As the area will be able to accommodate more commercial businesses, employment opportunities and employment generation associated with this commercial activity will rise.

- **Increased residential choice / typologies and price points**

The proposed Structure Plan increases the quantity of residential land in the area. When developed, this additional residential land will have the effect of increasing housing supply and providing additional residential choice to the market in terms of dwelling typologies and price points.

Price:

The residential market is influenced by two factors, demand and supply. Ultimately variables impacting these factors determine the level of residential price growth in the market.

The proposed residential offering would represent a material proportion of household supply in the Marsden-Ruakaka market. Currently the core Marsden City catchment has around 3,800 households. The 1,522 households proposed for Marsden City collectively represent around 40% of the current catchment housing supply.

When supply of this extent is made available to the market it is likely to have a downward impact on house prices, creating a generally more affordable residential offering across the Marsden-Ruakaka area.

Ultimately, the residential offering proposed for Marsden City will generate additional residential supply, lowering market equilibrium and providing a greater quantity demanded at lower prices.

Choice:

A further benefit for the area stemming from the residential component of the proposed Structure Plan is that of choice.

Marsden City is located in close proximity to the Ruakaka and One Tree Point coastal townships. From a residential perspective, these locations are attractive because of their coastal location. However, this also has an upward influence on the price of the residential product at these locations.

Marsden City is located inland but is still in a desirable location in terms of proximity and access to beaches. Due to Marsden City not being a beachfront location, it is likely to offer a lower price point that of Ruakaka and One Tree Point. This provides the choice of residential product in a desirable coastal location with what is likely to be a lower price point than beachfront and marina front dwellings in the area.

Additional choice is provided through the residential component of the proposed Structure Plan's location being in close proximity to what is intended to be a large commercial centre. Residential product in Marsden City is better positioned to access the commercial office, retail and commercial service components of the development than the neighbouring Ruakaka and One Tree Point areas.

- **Additional Qualified Locational Benefits:**

Additional to the high-level economic benefits identified the Marsden City location and anticipated development itself offers several qualified economic benefits including:

  - More households/dwellings within walking distance of the retail and commercial services area, in general improving the viability of the commercial component and encouraging retail and commercial service growth.
  - More supportive of residential development, particularly when considering additional residential development and the growth expected to occur in the catchment in the near future.
  - Central location to provide for the requirements of the existing and planned residential areas including One Tree Point and Ruakaka, as well as the Marsden Point heavy industrial area.
  - Reduced pressure on infrastructure in Whangarei relieving pressure applied by commuters and retail shoppers from areas south of Whangarei who previously

had little alternative to the CBD in terms of retail shopping and employment opportunities.

- **Potential trade competition effects on retail and commercial developments in the surrounding area of Marsden City would be lower:**

  From an economic effects perspective under the RMA, the proposed Marsden City Structure Plan contains less land available for retail and commercial development than that currently enabled in the original Structure Plan. The proposed Structure Plan has a similar core retail area to that currently enabled (3.6ha vs 3.7ha respectively), however contains a net 5.3ha less for commercial activities and a net 20.1ha less Mixed-Use Zone proposed. This represents a significant lowering of land available for retail and commercial development with the net outcome being the proposed Structure Plan would generate less retail and commercial activity, and therefore less trade competition effects on Ruakaka and Waipu than the level of activity currently enabled in the District Plan.

  The proposed Marsden City Structure Plan once developed would provide a better-quality retail offering than the Ruakaka centre and overall would provide an improvement in what is offered to the residents of the catchment. It is likely to improve the community's economic wellbeing and social amenity compared to the original Structure Plan.

14.2. ECONOMIC COSTS

It is important to note that these economic costs represent gross impacts and are often offset by the preceding benefits. Economic costs associated with the proposed Structure Plan when assessed against the counterfactual of the existing Structure Plan are as follows:

- **Loss of industrial land in Marsden City as a result of the land recalibration:**

  The proposed Structure Plan proposes a reduction of industrial land provision (light and heavy) in Marsden City.

  This generates the economic cost of a potential loss of industrial activity from the catchment. The effect of this is a reduction of potential localised industrial based employment opportunities and ongoing economic activity associated with this industrial activity in the catchment.

  Being largely replaced by residential land, there are likely to be few employment opportunities generated by its new use relative to the industrial land in its former use. Multiplier effects, where industrial based employment on this land would create additional commercial and industrial jobs would also be absent as a result.

  The counterfactual to this is there is already ample industrial land in the area outside of Marsden City. Much of this is zoned heavy industrial, is in close proximity to Marsden City,

and is currently vacant as far as Property Economics is aware. Property Economics consider this existing heavy industrial capacity to be sufficient to accommodate future demand in the current market. The same can be said for light industrial land, with ample light industrial zoned provision outside Marsden City.

While it is uncommon that heavy industrial activity is required to provide services to a residential development, it is often the case that some light industrial activities will be required to do so. In this sense it is prudent to supply the option of light industrial land to the development that will be able to provide these services if they are required. Property Economics consider the light industrial land which is included in Marsden City in the form of Mixed Use (Light Industrial / Bulk Retail) land sufficient to provide these services if they are required by the development in the future.

- **Additional development stretching existing infrastructure capacity issues**

Additional residential area and a reduction in industrial and commercial land area under the proposed Structure Plan is likely to create a situation where existing infrastructure is stretched toward capacity. Of particular interest to this economic analysis is the roading network.

The proposed Structure Plan adds approximately 1,522 additional dwellings to the development and increases the residential portion of the land markedly. Marsden City is likely to become both a significant commercial employment destination and residential development, with a large amount of residential and commercial traffic coming to and from the site.

- **Diversion of growth away from alternative locations in the District**

The concept of diminishing marginal benefit from investment applies to Marsden City in the context of the new design. Although not without fault, the current design and infrastructure in place are sufficient to develop and sustain a development with significant residential and commercial capacity.

Recalibration of land use in Marsden City and additional investment in infrastructure generates an economic cost associated with proportionally greater economic benefits that could be obtained if engaging in similar activity elsewhere in the District. In this sense the continued investment in the Marsden City over and above the existing investment creates a diversion of growth away from other suitable growth areas in the District.

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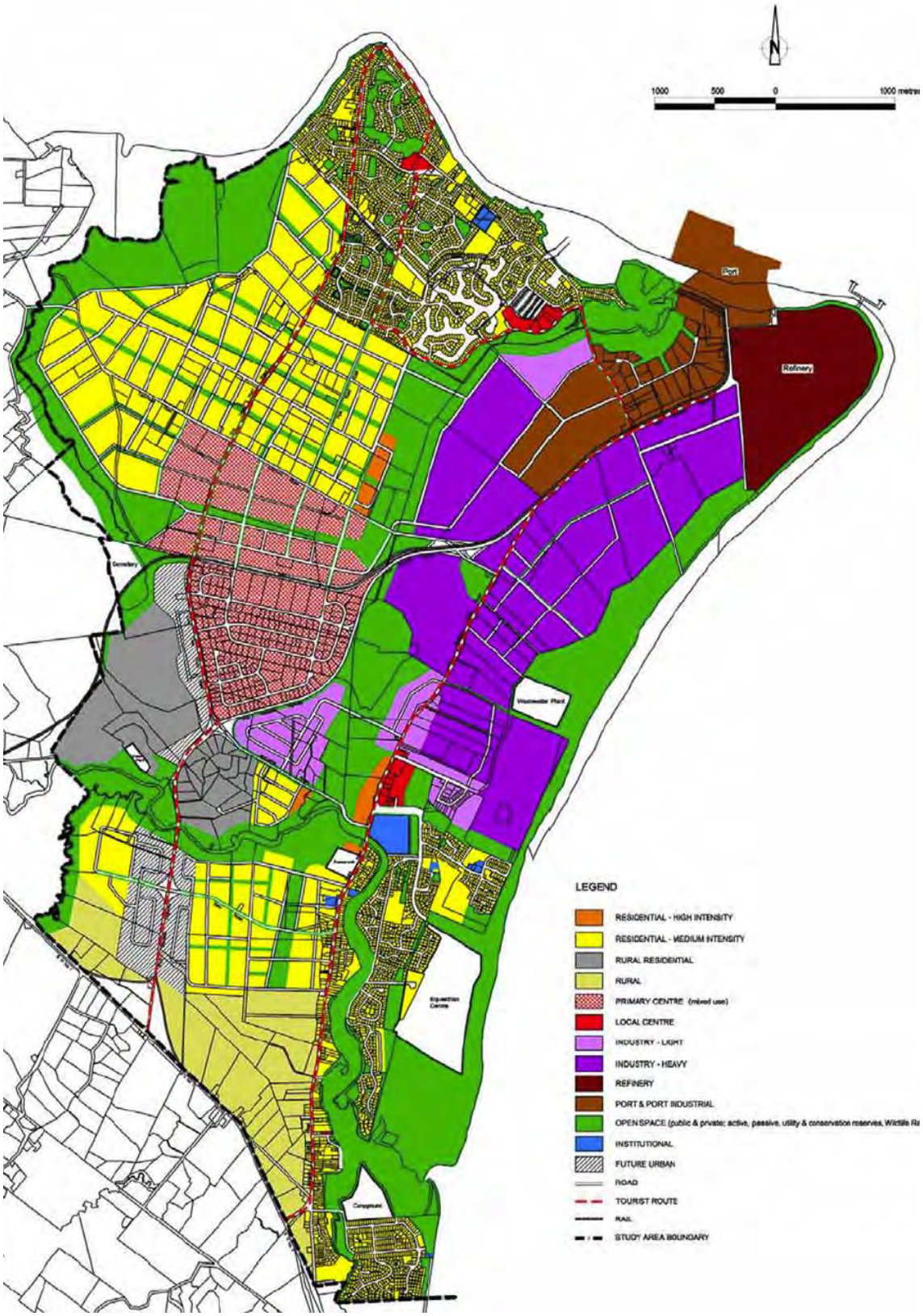
APPENDIX 1: MARSDEN POINT-RUAKAKA STRUCTURE PLAN (2008)



Source: Whangarei District Council

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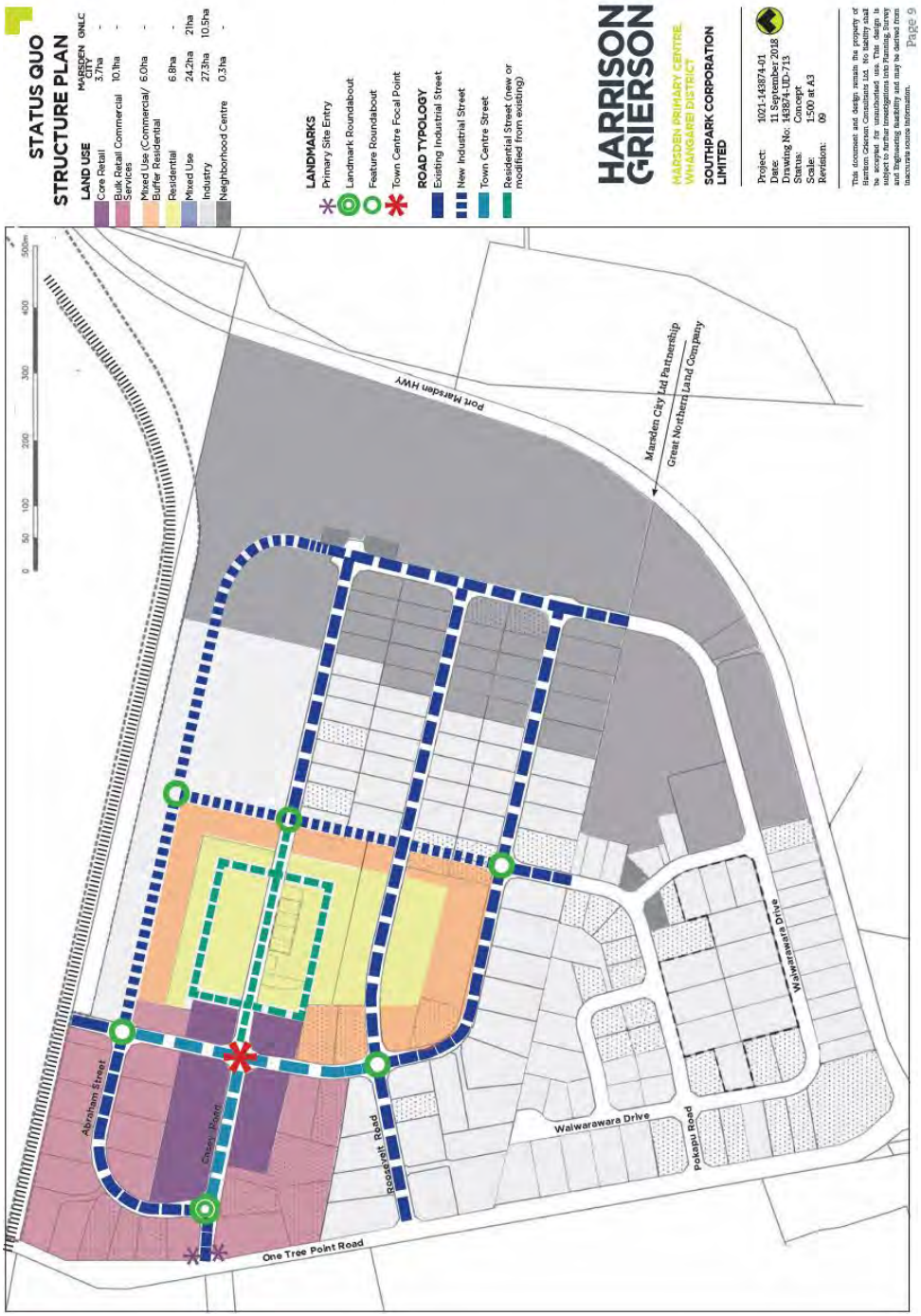
EXISTING AND PROPOSED STRUCTURE PLANS

APPENDIX 1.1: EXISTING MARSDEN CITY STRUCTURE PLAN



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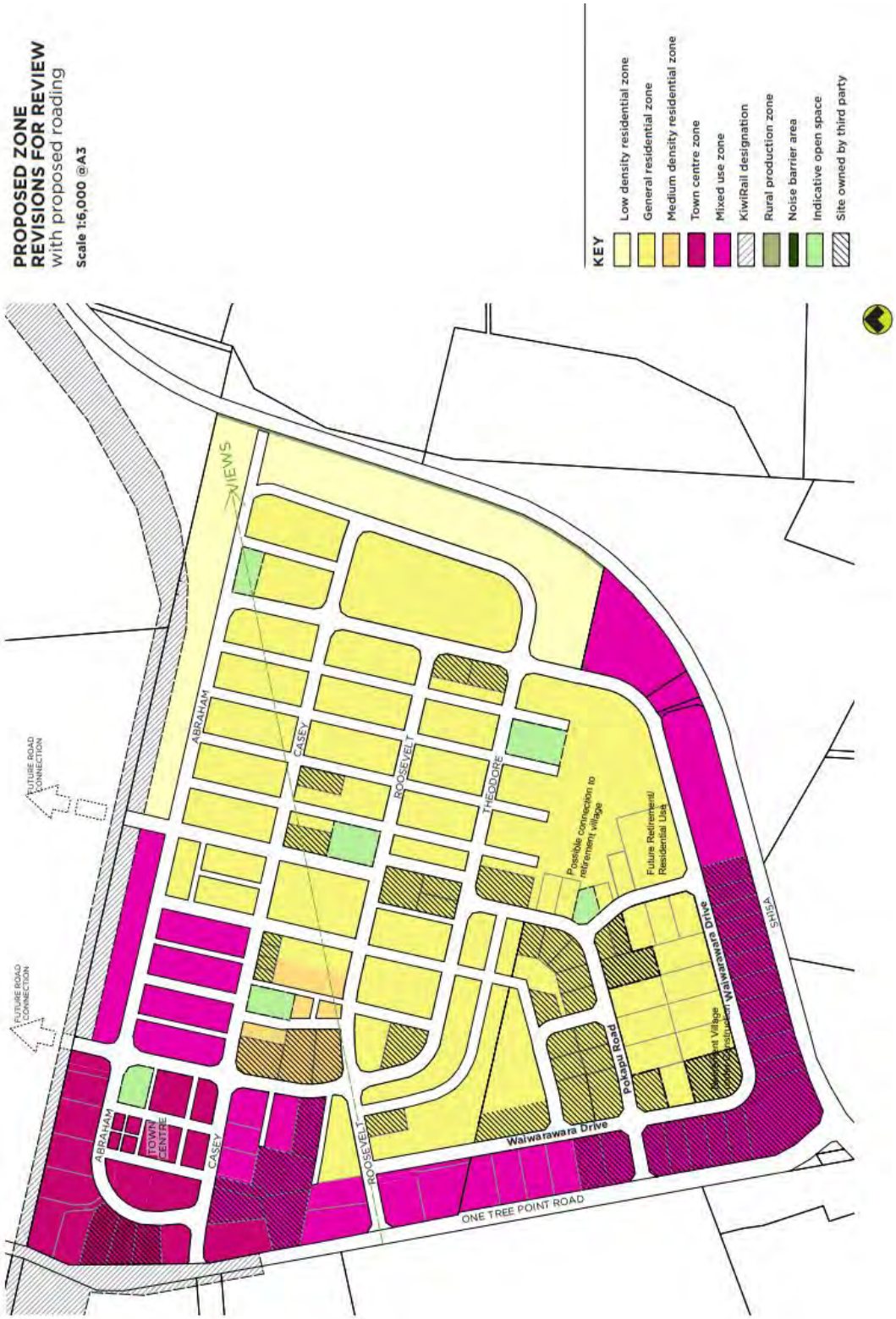
APPENDIX 1.2: PROPOSED MARSDEN CITY STRUCTURE PLAN



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APPENDIX 2: MARSDEN CITY CATCHMENT DEMOGRAPHIC PROFILE

		Marsden Catchment	Whangarei District	New Zealand
GENERAL	Population	9,171	90,590	4,864,470
	Households	3,823	36,164	1,831,134
	Person Per Dwelling Ratio	2.40	2.50	2.66
AGE PROFILE	0–4 Years	6%	7%	7%
	5–9 Years	7%	7%	7%
	10–14 Years	6%	7%	7%
	15–19 Years	6%	6%	7%
	20–24 Years	4%	5%	7%
	25–29 Years	4%	5%	6%
	30–34 Years	5%	5%	6%
	35–39 Years	5%	6%	6%
	40–44 Years	7%	7%	7%
	45–49 Years	7%	7%	7%
	50–54 Years	7%	7%	7%
	55–59 Years	7%	7%	6%
	60–64 Years	8%	6%	5%
	65 years and Over	22%	18%	14%
HOUSEHOLD INCOME	$20,000 or Less	13%	13%	11%
	$20,001–$30,000	15%	14%	11%
	$30,001–$50,000	21%	21%	18%
	$50,001–$70,000	16%	15%	15%
	$70,001–$100,000	16%	17%	18%
	$100,001 or More	19%	19%	28%
PERSONAL INCOME	$5,000 or Less	12%	13%	15%
	$5,001–$10,000	6%	5%	5%
	$10,001–$20,000	23%	23%	18%
	$20,001–$30,000	16%	16%	14%
	$30,001–$50,000	19%	21%	21%
	$50,001 or More	23%	23%	27%
ETHNICITY	European Ethnic Groups	75%	70%	67%
	Mäori Ethnic Group	19%	23%	13%
	Pacific Peoples' Ethnic Groups	2%	3%	7%
	Asian Ethnic Groups	3%	3%	11%
	MELAA Ethnic Groups	0%	0%	1%
	Other Ethnic Groups	1%	2%	2%
QUALIFICATION ATTAINMENT	No Qualification	26%	25%	21%
	Level 1 Certificate	18%	17%	13%
	Level 2 Certificate	11%	11%	11%
	Level 3 Certificate	6%	7%	10%
	Level 4 Certificate	12%	11%	10%
	Level 5 or Level 6 Diploma	10%	10%	9%
	Bachelor Degree and Level 7 Qualifications	9%	10%	14%
	Postgraduate and Honours Degrees	2%	2%	3%
	Masters Degree	2%	2%	3%
	Doctorate Degree	0%	0%	1%
	Overseas Secondary School Qualification	4%	5%	7%

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		Marsden Catchment	Whangarei District	New Zealand
EMPLOYMENT	Employed - Full Time	43%	43%	48%
	Employed - Part Time	14%	14%	14%
	Unemployed	5%	6%	5%
	Not in Labour Force	38%	37%	33%
EMPLOYMENT CLASSIFICATION	Managers	21%	18%	19%
	Professionals	16%	21%	23%
	Technicians and Trades Workers	14%	13%	12%
	Community and Personal Service Workers	9%	10%	9%
	Clerical and Administrative Workers	10%	12%	12%
	Sales Workers	6%	9%	9%
	Machinery Operators and Drivers	8%	6%	5%
	Labourers	16%	12%	11%
STUDENT RATIO	Full Time	5%	8%	11%
	Part Time	3%	4%	4%
	Full-time and Part-time Study	0%	0%	0%
	Not Studying	92%	88%	85%
HOUSEHOLD INCOME SOURCES	Wages, Salary, Commissions, Bonuses etc	57%	61%	69%
	Self-employment or Business	24%	21%	22%
	Interest, Dividends, Rent, Other Invest.	27%	25%	27%
	Payments from a Work Accident Insurer	2%	2%	2%
	NZ Superannuation or Veterans Pension	27%	27%	22%
	Other Super., Pensions, Annuities	4%	4%	4%
	Unemployment Benefit	2%	5%	4%
	Sickness Benefit	3%	4%	3%
	Domestic Purposes Benefit	5%	7%	4%
	Invalids Benefit	2%	4%	3%
	Student Allowance	1%	2%	4%
	Other Govt Benefits, Payments or Pension	4%	6%	6%
	Other Sources of Income	1%	2%	3%
	No Source of Income During That Time	1%	1%	1%
INDUSTRY OF EMPLOYMENT	Agriculture, Forestry and Fishing	14%	9%	7%
	Mining	0%	0%	0%
	Manufacturing	19%	10%	10%
	Electricity, Gas, Water and Waste Services	0%	1%	1%
	Construction	9%	9%	8%
	Wholesale Trade	2%	3%	5%
	Retail Trade	7%	10%	10%
	Accommodation and Food Services	6%	5%	6%
	Transport, Postal and Warehousing	6%	4%	4%
	Information Media and Telecommunications	0%	1%	2%
	Financial and Insurance Services	1%	2%	4%
	Rental, Hiring and Real Estate Services	4%	2%	2%
	Professional, Scientific and Technical Services	6%	6%	9%
	Administrative and Support Services	3%	3%	3%
	Public Administration and Safety	2%	5%	5%
	Education and Training	7%	9%	8%
	Health Care and Social Assistance	8%	16%	10%
	Arts and Recreation Services	2%	1%	2%
	Other Services	3%	4%	4%

[redacted]

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		Marsden Catchment	Whangarei District	New Zealand
HOUSEHOLDS	Single	23%	26%	23%
	Couple	37%	31%	29%
	Single Parent With Children	12%	15%	13%
	Two Parent Family	24%	25%	30%
	Other Multi-person	3%	3%	5%
NUMBER OF RESIDENTS	1 Residents	24%	25%	23%
	2 Residents	45%	38%	34%
	3 Residents	12%	15%	16%
	4 Residents	13%	13%	15%
	5 Residents	4%	6%	7%
	6 Residents	2%	2%	3%
	7 Residents	0%	1%	1%
	8 Plus Residents	0%	1%	1%
HOME OWNERSHIP	Dwelling Owned or Partly Owned	50%	52%	50%
	Dwelling Not Owned and Not Held in a Family Trust	33%	33%	35%
	Dwelling Held in a Family Trust	17%	15%	15%
YEARS AT RESIDENCE	0 Years	23%	21%	22%
	1–4 Years	31%	29%	30%
	5–9 Years	21%	22%	21%
	10–14 Years	10%	11%	11%
	15–29 Years	10%	12%	11%
	30 Years or More	4%	5%	5%
NUMBER OF BEDROOMS	One Bedroom	5%	5%	6%
	Two Bedrooms	12%	18%	19%
	Three Bedrooms	50%	48%	45%
	Four Bedrooms	28%	23%	23%
	Five Bedrooms	5%	5%	6%
	Six Bedrooms	1%	1%	1%
	Seven Bedrooms	0%	0%	0%
	Eight or More Bedrooms	1%	0%	0%
WEEKLY RENT PAID	Under $100	4%	13%	9%
	$100–$149	9%	7%	7%
	$150–$199	8%	12%	8%
	$200–$249	16%	17%	10%
	$250–$299	28%	25%	13%
	$300–$349	19%	18%	14%
	$350 and Over	16%	9%	39%

APPENDIX 3: ANNUAL EMPLOYMENT TRENDS BY ANZSIC SECTOR

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Net Growth	Percentage Growth
Accommodation and Food Services	105	103	118	139	150	200	210	185	186	160	163	189	191	171	190	196	225	120	114%
Administrative and Support Services	3	3	6	15	38	36	42	18	27	31	27	28	21	25	30	30	80	77	2567%
Agriculture, Forestry and Fishing	149	211	250	194	154	285	128	138	145	115	110	127	129	130	111	108	131	-18	-12%
Arts and Recreation Services	21	24	24	21	27	36	31	34	34	27	30	27	30	33	42	50	42	21	100%
Construction	177	188	214	172	251	217	243	277	324	205	209	176	216	264	272	250	316	139	79%
Education and Training	63	113	110	122	112	94	105	109	103	130	115	118	125	123	149	151	166	103	163%
Electricity, Gas, Water and Waste Services	0					0	0	0	0	0	0	0	0			0	0	0	0%
Financial and Insurance Services	3	3	3	3	6	6	6	6	12	9	55	6	3	3	9	9	9	6	200%
Health Care and Social Assistance	85	80	75	65	79	85	90	85	105	95	108	100	105	105	105	95	85	0	0%
Information Media and Telecommunications	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3	3	3	0%
Manufacturing	478	683	679	712	779	746	812	832	879	799	749	856	822	862	1,045	1,025	963	485	101%
Mining	15	15	15	15	15	21	18	12	9	3	3	3	0	0	3	3	3	-12	-80%
Other Services	18	21	36	33	36	44	39	18	27	31	30	25	25	30	30	35	38	20	111%
Professional, Scientific and Technical Services	53	76	94	85	103	116	132	112	122	122	126	118	122	114	114	114	132	79	149%
Public Administration and Safety	6	6	6	9	9	15	12	6	15	15	12	21	15	12	9	9	9	3	50%
Rental, Hiring and Real Estate Services	6	9	15	21	12	45	42	46	33	33	33	36	24	33	36	36	43	37	617%
Retail Trade	80	83	83	71	73	84	130	149	122	127	140	165	160	164	174	178	170	90	113%
Transport, Postal and Warehousing	27	30	55	118	86	127	143	162	181	175	183	190	213	270	230	330	335	308	1141%
Wholesale Trade	12	12	9	12	12	12	9	27	27	24	21	0	0	0	0	3	3	-9	-75%
Total	1,301	1,660	1,792	1,807	1,942	2,169	2,195	2,219	2,351	2,101	2,114	2,185	2,201	2,339	2,552	2,625	2,753	1,452	112%

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Net Growth	Percentage Growth
Commercial	119	152	179	188	228	283	307	261	277	274	321	273	256	258	283	283	361	242	203%
Industrial	710	936	984	1,035	1,145	1,133	1,222	1,313	1,426	1,215	1,173	1,235	1,264	1,409	1,558	1,619	1,630	920	130%
Other	303	402	446	395	369	500	358	339	367	349	341	351	358	363	375	378	401	98	32%
Retail	169	171	183	189	201	254	309	306	280	263	279	326	322	309	336	345	361	192	114%
Total	1,301	1,660	1,792	1,807	1,942	2,169	2,195	2,219	2,351	2,101	2,114	2,185	2,201	2,339	2,552	2,625	2,753	1,452	112%

APPENDIX 4: PROPERTY ECONOMICS RETAIL MODEL

This overview outlines the methodology that has been used to estimate retail spend generated at Census Area Unit (CAU) level for the identified catchment out to 2038.

MB 2013 Boundaries

All analysis has been based on Meshblock 2013 boundaries, the most recent available.

Permanent Private Households (PPH) 2013

These are the total Occupied Households as determined by the Census 2013. PPHs are the primary basis of retail spend generation and account for approximately 71% of all retail sales. PPHs have regard for (exclude) the proportion of dwellings that are vacant at any one time in a locality, which can vary significantly, and in this respect account for the movement of some domestic tourists.

Permanent Private Household Forecasts 2006-2038

These are based on Statistics NZ Census Area Unit (CAU) Medium Series Population Growth Projections and have been adjusted to account for residential building consent activity occurring between 2006 and 2015, with this extrapolated to the year of concern. This accounts for recent building activity, particularly important for the 5-10 year forecasts, and effectively updates Statistics NZ projections to reflect recent trends.

2013-2038 PPH Average Household Retail Spend

This has been determined by analysing the national relationship between PPH average household income (by income bracket) as determined by the 2013 Census, and the average PPH expenditure of retail goods (by income bracket) as determined by the Household Economic Survey (HES) prepared by Statistics NZ.

While there are variables other than household income that will affect retail spending levels, such as wealth, access to retail, population age, household types and cultural preferences, the effects of these are not able to be assessed given data limitations, and have been excluded from these estimates.

Real Retail Spend Growth (excl. trade based retailing)

Real retail spend growth has been factored in at 1% per annum. This accounts for the increasing wealth of the population and the subsequent increase in retail spend. The following explanation has been provided.

Retail Spend is an important factor in determining the level of retail activity and hence the 'sustainable amount 'of retail floorspace for a given catchment. For the purposes of this outline 'retail' is defined by the following categories:

- Food Retailing
- Footwear
- Clothing and Softgoods
- Furniture and Floor coverings
- Appliance Retailing
- Chemist
- Department Stores
- Recreational Goods
- Cafes, Restaurants and Takeaways
- Personal and Household Services
- Other Stores.

These are the retail categories as currently defined by the ANZSIC codes (Australia New Zealand Standard Industry Classification).

Assessing the level and growth of retail spend is fundamental in planning for retail networking and land use within a regional network.

Internet Retail Spend Growth

Internet retailing within New Zealand has seen significant growth over the last few decades. This growth has led to an increasing variety of business structures and retailing methods including; internet auctions, just-in-time retailing, online ordering, virtual stores, and etc.

As some of internet spend is being made to on-the-ground stores, a proportion of internet expenditure is being represented in the Statistics NZ Retail Trade Survey (RTS) while a large majority remain unrecorded. At the same time this expenditure is being recorded under the Household Economic Survey (HES) as a part of household retail spending, making the two datasets incompatible. For this reason, Property Economics has assumed a flat 5% adjustment percentage on HES retail expenditure, representing internet retailing that was never recorded within the RTS.

Additionally, growth of internet retailing for virtual stores, auctions and overseas stores is leading to a decrease in on-the-ground spend and floor space demand. In order to account for this, a non-linear percentage decrease of 2.5% in 2016 growing to 9% by 2038 has been applied to retail expenditure encompassing all retail categories in our retail model. These losses represent the retail diversion from on-the-ground stores to Internet-based retailing that will no longer contribute to retail floor space demand.

Retail Spend Determinants

Retail Spend for a given area is determined by: the population, number of households, size and composition of households, income levels, available retail offer and real retail growth. Changes in any of these factors can have a significant impact on the available amount of retail spend generated by the area. The coefficient that determines the level of 'retail spend' that eventuates from these factors is the MPC (Marginal Propensity to Consume). This is how much people will spend of their income on retail items. The MPC is influenced by the amount of disposable and discretionary income people are able to access.

Retail Spend Economic Variables

Income levels and household MPC are directly influenced by several macroeconomic variables that will alter the amount of spend. Real retail growth does not rely on the base determinants changing but a change in the financial and economic environment under which these determinants operate. These variables include:

Interest Rates: Changing interest rates has a direct impact upon households' discretionary income as a greater proportion of income is needed to finance debt and typically lowers general domestic business activity. Higher interest rates typically lower real retail growth.

Government Policy (Spending): Both Monetary and Fiscal Policy play a part in domestic retail spending. Fiscal policy, regarding government spending, has played a big part recently with government policy being blamed for inflationary spending. Higher government spending (targeting on consumer goods, direct and indirectly) typically increases the amount of nominal retail spend. Much of this spend does not, however, translate into floors pace since it is inflationary and only serves to drive up prices.

Wealth/Equity/Debt: This in the early-mid 2000s had a dramatic impact on the level of retail spending nationally. The increase in property prices has increased home owners unrealised equity in their properties. This has led to a significant increase in debt funded spending, with residents borrowing against this equity to fund consumable spending. This debt spending is a

growth facet of New Zealand retail. In 1960 households saved 14.6% of their income, while households currently spend 14% more than their household income.

Inflation: As discussed above, this factor may increase the amount spent by consumers but typically does not dramatically influence the level of sustainable retail floor space. This is the reason that productivity levels are not adjusted but similarly inflation is factored out of retail spend assessments.

Exchange Rate: Apart from having a general influence over the national balance of payments accounts, the exchange rate directly influences retail spending. A change in the $NZ influences the price of imports and therefore their quantity and the level of spend.

General consumer confidence: This indicator is important as consumers consider the future and the level of security/finances they will require over the coming year.

Economic/Income growth: Income growth has a similar impact to confidence. Although a large proportion of this growth may not impact upon households MPC (rather just increasing the income determinant) it does impact upon households discretionary spending and therefore likely retail spend.

Mandatory Expenses: The cost of goods and services that are necessary has an impact on the level of discretionary income that is available from a household's disposal income. Important factors include housing costs and oil prices. As these increase the level of household discretionary income drops reducing the likely real retail growth rate.

Current and Future Conditions

Retail spend has experienced a significant real increase in the early-mid 2000s. This was due in large part to the increasing housing market. Although retail growth is tempered or crowded out in some part by the increased cost of housing it showed massive gains as home owners, prematurely, access their potential equity gains. This resulted in strong growth in debt / equity spending as residents borrow against capital gains to fund retail spending on consumption goods. A seemingly strong economy also influenced these recent spending trends, with decreased unemployment and greater job security producing an environment where households were more willing to accept debt.

Over the last 5 years this has now reversed with the worldwide GFC recession taken grip. As such, the economic environment has undergone rapid transformation. The national market is

currently experiencing low interest rates (although expected to increase over this coming year) and a highly inflated $NZ (increasing importing however disproportionately). Now emerging is a rebound in the property market and an increase in general business confidence as the economy starts to recover from the post-GFC hangover. These factors will continue to influence retail spending throughout the next 5 or so years. Given the previous years (pre-2008) substantial growth and high levels of debt repayment likely to be experienced by New Zealand households it is expected that real retail growth rates will continue to be subdued for the short term.

Impacts of Changing Retail Spend

At this point in time a 1% real retail growth rate is being applied by Property Economics over the longer term 20-year period. This rate is highly volatile however and is likely to be in the order of 0.5% to 1% over the next 5 – 10 years rising to 1% - 2% over the more medium term as the economy stabilises and experiences cyclical growth. This would mean that it would be prudent in the shorter term to be conservative with regard to the level of sustainable retail floor space within given centres.

Business Spend 2013

This is the total retail spend generated by businesses. This has been determined by subtracting PPH retail spend and Tourist retail spend from the Total Retail Sales as determined by the Retail Trade Survey (RTS) which is prepared by Statistics NZ. All categories are included with the exception of accommodation and automotive related spend. In total, Business Spend accounts for 26% of all retail sales in NZ. Business spend is distributed based on the location of employees in each Census Area Unit and the national average retail spend per employee.

Business Spend Forecast 2013-2038

Business spend has been forecasted at the same rate of growth estimated to be achieved by PPH retail sales in the absence reliable information on business retail spend trends. It is noted that while working age population may be decreasing as a proportion of total population, employees are likely to become more productive over time and therefore offset the relative decrease in the size of the total workforce.

APPENDIX 5: COMMERCIAL SERVICE STORE TYPE CLASSIFICATIONS

Note this is not intended to represent an exhaustive list of commercial store types

EXAMPLES OF CONVENIENCE COMMERCIAL / PROFESSIONAL SERVICES AND OFFICE ACTIVITIES

- Camera / Photography Shop
- Optometrist
- Locksmith
- Hairdresser
- Drycleaners
- Doctors
- Accountants
- Physiotherapists
- Medical practitioners
- Dentists
- Childcare facilities
- Gym
- Lawyers

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APPENDIX 6: RUAKAKA TOWN CENTRE PROPOSED EXPANSION

PROPERTY ECONOMICS

MARSDEN CITY PROPOSED PRIVATE PLAN CHANGE RFI ECONOMIC RESPONSE

Client: Marsden City Ltd Partnership

Project No: 51789

Date: July 2020

W: www.propertyeconomics.co.nz E: tim@propertyeconomics.co.nz P: 09 479 9311 PO: Box 331640, Takapuna, 0740

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9 July 2020

Marsden City Partnership Limited
c/- David Badham
Associate / Whangarei Office Manager
Barker & Associates
Via Email: davidb@barker.co.nz

Dear David,

RE: Marsden City Private Plan Change RFI Response - Economic Matters

This supplementary paper responds to a Request for Information (**RFI**) from Whangarei District Council (**WDC**) who engaged Derek Foy, on behalf of WDC, to undertake a peer review of the economic assessment submitted as part of the private plan change documentation

Mr Foy has identified a few questions he would like further clarification on to better understand the economic analysis and potential effects of the private plan change request. This letter sets out the response to those economic questions in the same order as in the RFI for ease of reference.

For clarity, each RFI question is in blue, the peer reviewers' reason for the question follows in *italic* and the response is in standard text thereafter.

Question 1: Commentary about the appropriateness of relying on the Statistics NZ population and household projections.

Reason: *The economic assessment has not provided any assessment about the degree to which the Statistics NZ projections take into account or are consistent with the increased residential yield that would be enabled by the proposed Plan. It is not clear whether the Statistics NZ projections are cognisant of the residential yield of the Plan area (1,520 dwellings, from section 3.1 of the PEL report), and whether the Structure Plan's residential yield would need to be considered as a net addition to the Statistics NZ projections.*

Further, it is not clear whether the Statistics NZ projections are cognisant of the residential yield anticipated for Marsden Point/Ruakaka in the Whangarei District Growth Strategy 2010. It is important to understand how relevant the economic assessment considers the capacity estimates of both the 2008 Structure Plan and the Growth Strategy, and hence whether any adjustments are required to the Statistics NZ projections to reflect local expectations about population growth in the catchment.

Response: Property Economics considers the Whangarei District Growth Strategy 2010 and 2008 Structure Plan and Growth Strategy have been incorporated into the most recent Statistics New Zealand (**SNZ**) projections of December 2017 given the timings of the documents. As part of their projections process SNZ incorporate known plan changes and other forward planning

documents, such as Marsden City, and therefore Marsden City would have been incorporated in their December 2017 projection series estimates.

SNZ have a statutory obligation to provide detailed growth projections for all areas of NZ from a comprehensive range of data inputs, with one of the key purposes to enable more informed strategic planning. SNZ projections are also accepted as an appropriate projection series to utilise for such purposes by the Environment Court.

Marsden City is likely to predominantly redistribute growth already allocated / projected for the wider area, but is unlikely by itself, to materially increase projected growth for the area. The most recent SNZ growth estimates for the area, based off the 2018 NZ Census, indicate growth has marginally exceeded projected growth. This is positive and is part of the reason why Property Economics consider utilising the SNZ High growth projection series appropriate as it provides a more recent and realistic snapshot of growth for the area based on current information. Any changes to these projections are likely to be marginal at best and not materially alter outcomes.

Question 2: Explanation regarding assumptions relating to the demographic composition of the future growth projections.

Reason: *The economic assessment identifies certain key demographic attributes of the current catchment population (from Census 2013), but it is not clear whether those or some alternative demographic profile are applied to the projections underlying the demand assessment. The profile assumed will have some influence on demand assessed, and it is possible that that profile might change with the development of new and different types of dwellings enabled by the proposed Plan.*

Response: There is no accurate way of projecting the future demographic profile of a catchment as there are so many unknown market variables *'in play'*, i.e. typologies developed, dwelling prices, market conditions, development timing, Covid-19 impacts, market liquidity, bank and Government policies at a specific time, etc. Therefore, to speculate on all these variables (among a wide range of others) is considered an exercise that can only lead to uncertain and heavily assumption laden outcomes.

As such, Property Economics has kept the proportional demographic breakdown of the catchment the same given it will remain an attractive destination as it is today in the foreseeable future, i.e. retirees, holiday home market, holiday destination. Property Economics as a general principle do not consider the inclusion of speculative demographic variables and assumptions into forecast models as useful as it does not improve accuracy, i.e. the process of compounding speculative assumptions on top of other speculative assumptions, is likely to lead to less accurate outcomes.

Question 3: Inclusion of employment in other sectors (non-industrial and non-commercial in Figures 7 and 8, and then discuss the relative growth rates of each sector.

Reason: *The identified increase in the share of total employment engaged in the industrial and commercial sectors (Fig.8) implies that the share of employment in all other sectors must decrease, and hence grow more slowly. However no explanation is given as to why employment in other sectors should grow more*

slowly, especially when many much of that growth is likely to be engaged in servicing the growing population, such as that the proposed Plan would enable.

Response: A growing proportion of industrial and commercial activity means these sectors are growing proportionally faster than Other and Retail categories, not that employment in Other and Retail sectors is growing more slowly than it has previously.

Question 4: Explanation regarding assumptions about any changes in the share of spend retained locally, by store type.

Reason: *The assessment analyses current inflow and outflow of retail spend, and then bases demand projections off some assumed future net flow. That net flow appears to have been assumed to be unchanged from current levels, however that would appear to be inconsistent with the likely and intended future role of the Marsden City centre.*

Response: The retail demand analysis is based on catchment generated spend and inflow of spend at a constant percentage (on an annualised basis). This is to show what the total demand or size of the '*retail pie*' is in the catchment. The development of Marsden City Town Centre will increase both inflow and decrease the outflows across many retail sectors so as to increase the proportion of generated spend that is captured in the Marsden City market. The extent of this increased inflow / decreased outflow will depend on store types developed and brands established in Marden City. Ultimately, maintaining the current percentage inflow means the demand analysis can be considered conservative.

Question 5: Identification of the projections underlying Table 5.

Reason: *It is not stated whether the catchment demand projections in Table 5 are based on the Medium or High population growth scenario.*

Response: High Population Growth. The updated report makes this clearer in Figure 4.

Question 6: Clarification of the contents of Tables 7 and 8.

Reason: *Tables 7 and 8 are both labelled as "Net Additional Floorspace / Land Requirement" in the row labels. It is not clear why there is assessed to be a shortfall of industrial land now (given net additional requirement for 5.56ha in 2018 from Table 7) when there is a very large area of vacant industrial land identified in the catchment. Some explanation of what the land requirements indicate would aid interpretation of Table 7, and, given their common structure, Table 8.*

It is also not clear why the summary column (growth 2018-2043) is not equal to the difference between the 2018 and 2043 figures, in Tables 7 and 8. That may be a formula error, but it is important to understand why the difference exists.

Response: Tables 7 and 8 were not calculated in relation to the vacant capacity of land available but the net additional land requirement. That is the additional projected increase over what currently exists in the market based on the end of 2017 employment.

The Net Additional column on the right of the table is a template issue and surplus to requirements as its duplicates data and has been removed for clarity. This column has now been removed and an updated report provided to reflect this change for completeness.

[redacted]

51789.19

Question 7: Explanation of the differences between Tables 6 and 9.

Reason: *Sustainable retail GFA requirement" in 2018 is given as 22,500m^2 (Table 9), whereas "Gross Sustainable Retail GFA" in Table 6 is 19,450m^2. Differences also exist in all other years, and it is unclear why the projections are not consistent between the two tables.*

Response: On revision, while our base economic modelling had updated Table 6 to reflect utilisation of the High growth projection series, the actual table in the report had not been updated to reflect this. However, more importantly the values that went into our assessment of required commercial land provision in Table 9 are correct for the High population growth series. This clarifies the minor variation and confirm the land requirements in Table 9 are correct. We have updated Table 6 in the updated report to make this consistent for completeness.

Question 8: Clarification of the assumptions in Section 11.5.

Reason: *The site coverage of the floorspace identified in Table 8 would be 40% if all were located on the ground floor. However, the stated assumptions are that development would be at an average of 1.6 storeys and that 25% will occur above commercial services or retail. Taking those two assumptions into account, implied site coverage is less than 20%, much lower than standard coverage assumptions.*

Response: For clarity, the above assumptions reflect what is typically applied for centres in more urban settings and provides important base context. For Marsden City, Property Economics applied the ground level percentages as identified above. We have added this to the write up to add clarification.

Question 9: Explanation as to appropriate locations within the catchment for cafes, bars and restaurants to locate.

Reason: *The demand assessment states that "cafes, bars and restaurants are key store types to facilitate and target within Marsden City Town Centre to build its retail base". Much of the demand assessed in that sector, and the floorspace required to support it, originates from non-locals, as explained in section 10.3. It is important to understand what proportion of the identified sustainable space in that sector should be provided nearer the tourism focal points in the catchment, rather than in the Plan area.*

Response: Planning related issue addressed by B&A in the main RFI response.

Question 10: Clarification of how the projections in Table 10 have been calculated and how they relate to Tables 7, 8 and 9.

Reason: *The projections in Table 10 appear to be a summary of previously calculated data in Tables 7, 8 and 9, however the data is not consistent between tables. Further, the office, retail and commercial service land requirements in section 12.2 (p46) are identified as 8.5ha in 2043, which is different to both Table 8 + Table 9, and Table 10. Ultimately it is unclear which are the correct numbers, or whether all are correct but relate to different metrics.*

Response: The projections in Table 10 are a summary of Tables 7 – 9. The reason for the minor variation between Tables 9 & 10 was Table 10 incorporated the appropriate NPS buffers. A new row for the NPS buffer has been added to Table 9 to clarify this in the updated report.

To confirm, the net additional office retail and commercial service land requirements in 2043 is indeed 5.41ha + 2.94ha = 8.4ha. The 8.5ha in section 12.2 reported was simply a rounded number in the write up.

Question 11: Assessment of the potential retail and commercial services yield of the Mixed Use Precinct, and then provide commentary about the appropriateness of the rules for and size if the precinct, including consideration of the need to limit certain activities in the precinct.

Reason: *The key consideration of the economic assessment is establishing whether the Plan Change will avoid a shortage of industrial and commercial zoned land. The assessment does not address whether there may be too much Mixed Use precinct. In the proposed Mixed Use precinct General Retail and Commercial Services (among other activities) are permitted, indicating significant potential for activities in those categories to establish across a broad area, resulting in a less consolidated urban form than the economic assessment anticipates in section 14.1. No assessment has been provided of that potential yield or appropriateness of those outcomes, but they may affect the development and vitality of the Town Centre.*

Response: Planning related issue addressed by B&A in the main RFI response.

Question 12: Discussion about the provision for large format retail in the Marsden Town Centre Zone and Mixed-Use Precinct.

Reason: *LFR is not a permitted activity (apart from supermarkets) under the proposed provisions. It is not clear to what extent the possibility of providing LFR in the Plan Change area has been considered, but it would be valuable to understand the viability and merits of some LFR provision at Marsden City, especially in the context of its distance from alternative LFR supply in Whangarei.*

Response: LFR has not been considered specifically as it is not the desire of the developer to implement LFR on the subject site at this point.

Question 13: Clarification of the identified benefits of the proposed Plan, relative to the existing Plan.

Reason: *The economic assessment states that the proposed Plan would decrease the amount of commercial and retail zoned land and activity in Marsden City but increase economic benefits (including creating higher quality and vibrant retail and commercial services offering and employment). It is unclear how a reduction in zoned area would result in the benefits identified.*

Response: Essentially, that there is an excess supply of industrial and commercial zoned land zoned in the wider catchment around Marsden. Under the existing plan provisions for Marsden City the bulk of that land is unlikely to be developed or is required, and is not attractive to the investment market. This would leave large tracts of underutilised and vacant land in Marsden City, reduce potential economic efficiencies and lower amenity to the community, and therefore provide reduced levels of economic benefit to Marsden relative to the proposed private plan change with its more consolidated commercial provision to better meet future demand.

[redacted]

51789.19

Question 70: Justification or comment as to why Grocery Store (MTCZ-R16) isn't included with MTCZ-15 General Retail in terms of having a maximum net floor area.

Reason: *To consider effects, and also to consider consistency with Urban and Services Plan Change.*

Response: This is primarily a planning related issue which is addressed by B&A in the main RFI response. However, applying an economic lens, it would be highly unusual (and not necessary in my view) to impose a grocery store size restriction in-a town centre development. Town centres are the locations Council wants these activities, so to impose potential barriers to realising that outcome appears '*at odds*' with the strategic direction of the District Plan.

Furthermore, the existing plan provisions enable a larger grocery retail provision to be developed over a more extensive land area. The proposed private plan change reduces the town centre land area where grocery stores can establish from 13.8ha under the existing plan provisions to 8.4ha (a 55,400sqm land area reduction) in the proposed private plan change. Therefore, the reduction in retail land area already significantly reduces the grocery store GFA potential enabled to be developed within the Marsden town centre to well below what is currently enabled in the District Plan.

If you have any queries, please give me a call.

Yours faithfully,

Tim Heath

Requested Further Information

Appendix 6

MARSHALL DAY Acoustics

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19 August 2020

Marsden City Limited Partnership
c/- Barker and Associates
PO Box 37
Whngarei 0140

Attention: Marsden City Limited Partnership / Barker & Associates

Dear David

MARSDEN CITY - S92 REQUEST RESPONSE

I respond to the matters raised in the s92 request below:

79 Consideration that Council's Noise Consultant has requested clarification as to whether there are any existing land use consents within the PC area, including any unexercised consents, that would be affected by the changes to the noise rules? And further what would the changes to the noise controls mean to those existing activities? In regard to the first question about consent specifics please be advised that Council's administration staff will undertake enquiries of records held to ascertain the answer.

Council consultant planners have advised on the following consents within the Marsden City area

- *A subdivision/land use application from 2013 on Casey Road for 50 lots and to construct dwellings which has a ten-year lapse date;*

  This subdivision is consented in the area shown on Figure 1 and Figure 2 overleaf. The approved subdivision encompasses a wide area and runs partly adjacent to the rail designation and SH15a. The subdivision and falls within the following noise zones:

  In the Operative Plan: Town Centre, Noise Zone 1, Noise Zone 2, Noise Zone 2a

  In the Proposed Plan Change: Noise Zone 2, Noise Zone 2a

  Four dwellings have been constructed within the *Town Centre* noise overlay. We understand that these dwellings were previously showhomes. The proposed change to the overlying noise zone would not have any implication for these established dwellings: they will continue to be subject to the 55 dB L_{Aeq} (daytime) / 45 dB L_{Aeq} & 70 dB L_{AFmax} (night-time) regardless of whether the dwellings fall within the *Town Centre* or *Noise Zone 2* overlays.

  The proposed plan change would have positive implications for future dwellings constructed within the subdivision, specifically for the part of the subdivision that is within existing *Noise Zone 1. Noise Zone 1* has high permitted daytime and night-time noise limits (65 dB L_{Aeq} at all times of day and night). If dwellings were constructed within this part of the subdivision they would currently be required to include façade sound insulation measures in their design (which would increase the cost of construction) AND would still potentially be subject to high levels of permitted industrial noise over the day and night. The proposed plan change would remove *Noise Zone 1* and replace it largely with *Noise Zone 2*. This change would remove the requirement to sound insulate façades in a large part of the subdivision and would remove the permitted noise limits that are currently inappropriate for residential land use.

  Part of the subdivision falls within the operative *Noise Zone 2a* overlay that is adjacent to the rail designation. The proposed plan change will not alter the rules that currently apply within this part of the subdivision.

The plan change proposes to extend *Noise Zone 2a* around the perimeter of the site adjacent to the rail designation and SH15a. These new areas of *Noise Zone 2a* would fall within the existing *Noise Zone 1.* The part of the subdivision that is currently within *Noise Zone 1* that would become *Noise Zone 2a* would benefit from reduced permitted noise levels and reduced façade sound insulation requirements. No new constraints would be introduced as a part of the proposed plan change.

In summary, the subdivided land adjacent to the rail designation and SH15a form the consented environment for Marsden City. The plan change proposes to alter the planning rules to better provide for the type of land use that is *already consented* over a large part of the subject site.

Figure 1: Casey Road subdivision extent from subdivision application

Figure 2: Casey Road subdivision overlaid on Proposed Noise Zones (thick red line)

- *A 2013 land use on Roosevelt Road for signage;*

  This consent has not been reviewed however the Plan Change noise matters would not affect any consent for signage.

- *A subdivision/land use application from 2012 for a boundary adjustment and large format retail (3 buildings 11,200 sq m and 1220 sq m of offices) on Theodore Drive;*

  I have been advised that this consent has lapsed and does not need to be given consideration.

- *A 2016 land use on Waiwarawara Drive for a retirement village; and also a building consent for a childcare at 5 Waiwarawara Drive;*

  I understand the bulk of the consented retirement village is located in the area shown below (between Waiwarawara Road, Orua Road and Pokapu Road). This land is within *Noise Zone 2* currently and would continue to be within this Noise Zone under the proposed plan change. The plan change will not result in material effects on the retirement village from adjacent land as the noise limits will remain the same. One benefit will be that a diminished risk that light industry activities will establish nearby in *Noise Zone 1*.

  Figure 3: Retirement Village Footprint (WDC images do not show current development)

  The Marsden Childcare Centre has been constructed at the northern end of Waiwarawara Drive. This area is currently in *Noise Zone 2* and would continue to be within *Noise Zone 2* under the proposed plan change. The Plan Change will not result in material effects on the childcare centre from adjacent land as the noise limits will remain the same

- *Two building consents, one at 27 Pokapu Road and one at 35 Pokapu Road for a commercial panel beating building and a commercial building with accommodation respectively;*

  Building consent for 27 Pokapu Road was issued on 27 January 2017. This building consent is for a "*New Commercial Panel Beating Shop*". This building has been constructed. The consent was issued prior to PC 135 being approved by Council[1].

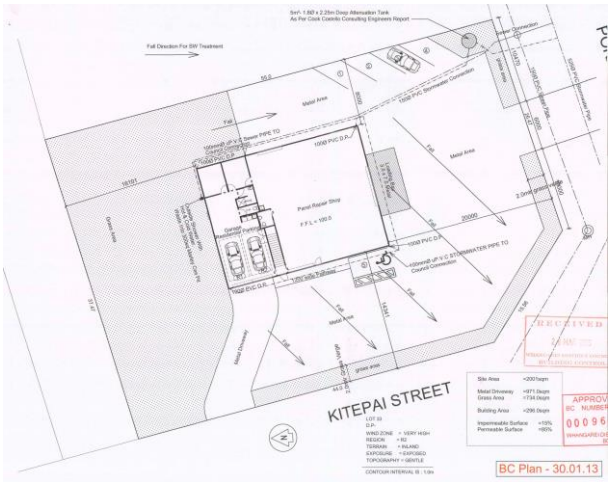
  The building consent for 35 Pokapu Road was issued in 2013 for a *"New Commercial Building - Workshop with Accommodation"*. The building has been constructed. The building contains a workshop as well as a residential dwelling. This consent was also issued prior to PC 135 being approved by Council. It does not appear from the records that the dwelling was subject to any sound insulation requirements.

  These sites fall within *Noise Zone 2* in the Operative District Plan. The land would continue to be zoned *Noise Zone 2* under the Proposed Plan Change. The Plan Change does not propose to change the noise limits that apply to the underlying land. The proposed plan change would not materially affect the level of noise that the workshop is permitted to make and would not place

[1] Council seal date of PC135 is 20 October 2017

significant further constraints over activity that do not already exist. Any potential conflicts between the already consented panelbeating activities and potential future residential uses *already exist* under the Operative Plan: these risks would not be introduced as a result of the proposed plan change.

Figure 4: Consented Workshop at 35 Pokapu

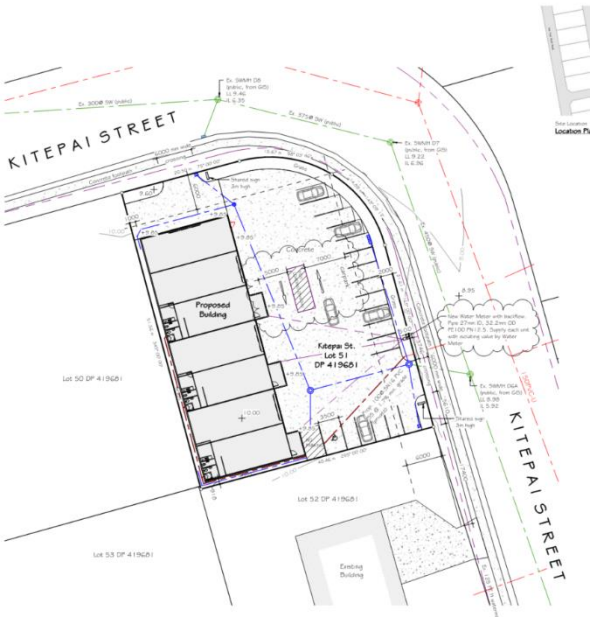


- *A building consent for commercial workshops at lot 51 Kitepai Street.*

  Building Consent BC1901354 was issued on 24 January 2020. The drawings show a three tenancy "workshops" unit building has consent to be established on the north-east corner of the allotment between Kitepai, Pokapu and Waiwarawara Drive. The consent drawings show a building predominantly clad in 'Ribline' profiled steel sheet with roller doors on the north-east façade. A continuous high blockwork wall would be located on the western and southern façades. We understand the building is currently under construction.

  These workshops are subject to the operative *Noise Zone 2* rules established in Plan Change 135. *Noise Zone 2* would still be located over this area under the proposed plan change. The proposed plan change would not affect the level of noise that the workshop is permitted to make and would not place further constraints over activity that do not already exist.

Figure 5: Kitepai Street Development



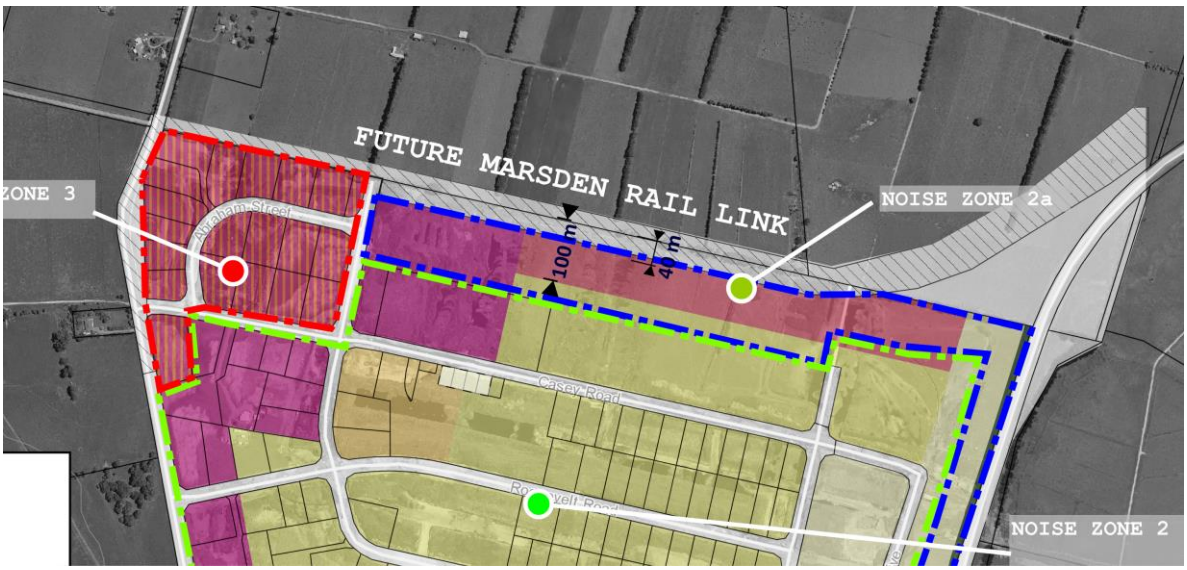
80 An assessment of potential rail vibration effects on MCP land next to the railway line. This assessment could be based on data from nearby rail lines and should consider the extent to which noise/vibration sensitive activities could be affected by rail vibration and what controls would be appropriate to adequately avoid or mitigate those effects.

[And]

81 A comparison of the insulation provided by the rule in Noise Zone 2A to a situation where two freight trains pass the residential area in one hour at night, taking into account the setbacks in that zone and the minimum available separation distance from the rail line?

The corridor where future trains could be operating at speed is around 100m from the closest area of likely residential development. The proposed ribbon of mixed-use and commercial development is 40m from the future rail line. It is adjacent to the *Town Centre* zone. This is illustrated in the following figure.

Figure 6: Distance from Main Rail Line



To provide further context of this matter, I have reviewed other detailed assessments my company has carried out for residential developments near busy rail lines. I have also referred to typical Kiwirail submissions on residential land use adjacent to existing or proposed rail corridors, or on public plan change applications.

It is important to note that rail vibration is highly dependent on site specific factors, such as the soils and the maintenance condition of the rail line. Soils at Marsden Point are different to the predominant soils elsewhere in Northland and around Whangarei (refer to Appendix A).

I have referred to a detailed study that was undertaken near the main trunk line in the Waikato. Kiwirail submitted on this application. The key matters sought by Kiwirail were:

- Within 100m of a rail network, Kiwirail submitted that noise levels within dwellings should be 35 dB $L_{Aeq(1\ hour)}$ in bedrooms, and 40 dB $L_{Aeq(1\ hour)}$ in other habitable spaces of dwellings.
- Kiwirail submitted that any required ventilation consist of an air-conditioning unit, or (alternatively) a ventilation system capable of providing 15 air-changes per hour in bedrooms and 5 air changes per hour in all other habitable rooms.
- Within 60m of the rail corridor, Kiwirail submitted that dwellings be designed to achieve Class C of NS8176E.

  Note: *NS 8176:2005 Class C design standard is vw,95 0.3 mm/s (or aw,95 11 mm/s). This corresponds to the "recommended limit value for vibration in new residential buildings and in connection with the planning and building of new transport infrastructures". It notes that "About 15% of the affected*

persons in Class C dwellings can be expected to be disturbed by vibration". MDA consider this to be a suitable vibration amenity design standard.

- Within 20m of the rail corridor, Kiwirail submitted that dwellings be designed and constructed to ensure the level of vibration shall not exceed the criteria set out in British Standard BS7385-2:1993.

To inform the above, my company measured noise and vibration from the existing Waikato Trunk Line at three locations between 27 to 35 metres from the railway line. Fifteen train pass-bys were measured. The conclusions of that study were as follows:

Noise

- At the Waikato site, noise measurements at 27 to 35 metres from the rail line showed that the range in measured noise levels was 55 to 64 dB $L_{Aeq\ (1\ hour)}$. The measurement of 64 dB L_{Aeq} appears to include three train passbys within an hour at a distance of 35 metres to the track.
- An analysis of those measurements showed that to achieve the 35 dB $L_{Aeq(1\ hour)}$ noise limit within bedrooms, a noise reduction of up to 29 dB may be required if dwellings were constructed around 35 metres from the rail line. In the assessment it was concluded that a "typical dwelling" with a ventilation system could achieve this noise reduction[2], but each dwelling would require the review of a suitably qualified acoustic specialist.

Vibration

- Compliance with NS 8176.E2005 Class C (the "amenity guideline) would be unlikely within 40 metres of the rail line.
- Compliance with BS7385-2:1993 (the structural damage guideline) was expected at 15 metres from the track (for dwellings).

At the Waikato study site, dwellings were unlikely to be constructed within 40 metres of the track. However it was concluded that if dwellings were to be constructed within 40 metres of the track, then there would typically be a loss in vibration energy from ground to building structure, so the foundation type would be the key to achieving compliance with the vibration performance standards. The study recommended that the foundation design be reviewed by a suitably qualified acoustic specialist within 40m of the track.

Implications for Marsden City

Marsden City Limited Partnership have considered the above and have determined that the area of land adjacent to the future rail corridor can be zoned *Mixed Use* and *Commercial* (refer Figure 7 below). This zoning would displace the proposed *Low Density Residential* zoning previously shown in this area. In addition, "Noise Sensitive Activities" (including dwellings) would become a non-complying activity within these areas.

The effective result of this will be as follows:

- The non-complying status will make it difficult to establish dwellings (and other noise sensitive activities) in the *Mixed-Use* or *Commercial* zones [3]. Any such activities are much more likely to be located in the *General Residential* zone, at a distance of at least 70 to 100 metres from the main rail line that could be constructed to the north of Marsden City.

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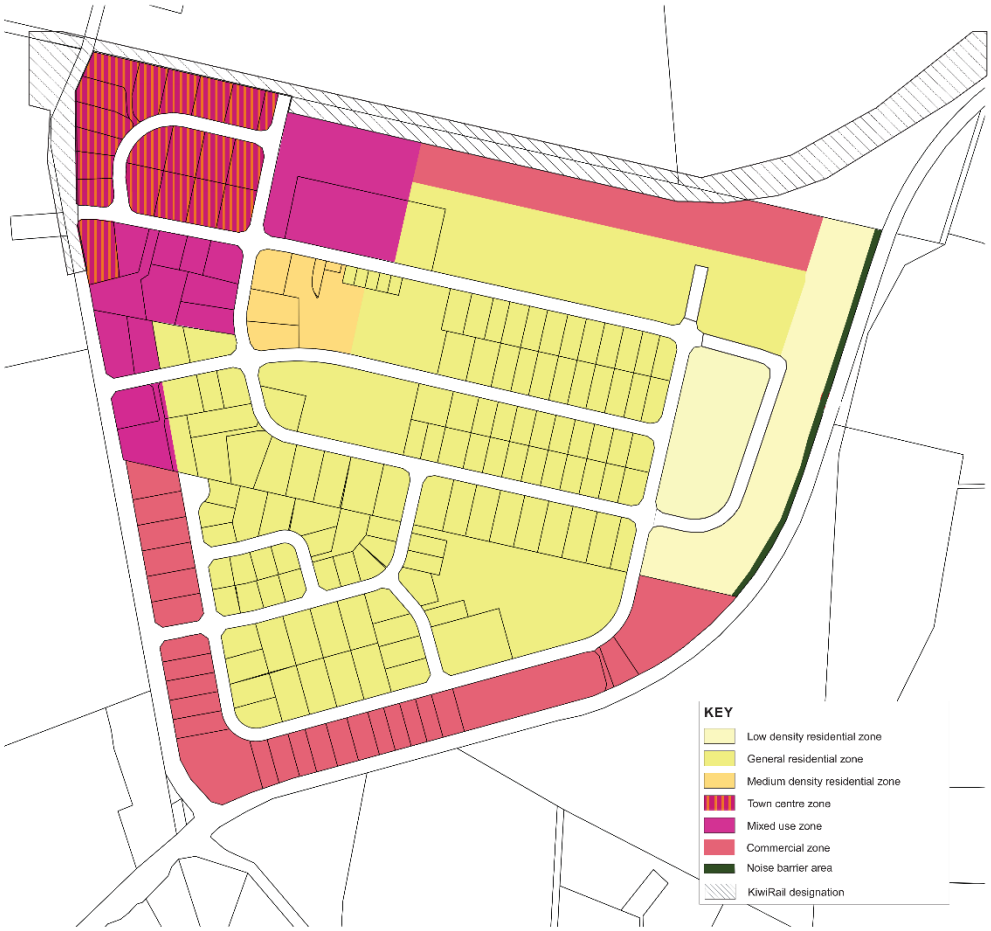
[2] The assessment at that site allowed for an additional 3 dB for doubling of rail traffic in the future. In that case the assessment allowed for a noise reduction of 32 dB.

[3] A resource consent to establish dwellings north of the rail line could still be made, however it is understood that this will be difficult to obtain without providing suitable mitigation for vibration. The combination of resource consent and dwelling construction cost is likely to be a significant disincentive towards establishing dwellings in this area.

- Any dwellings (or other noise sensitive activities) located in the *General Residential* zone immediately south of the proposed *Commercial* or *Mixed Use* zones (around 70m from any part of the rail designation and 100m from the "at speed" future main rail line) would still be subject to the *Noise Zone 2a* provisions.

The above will mean that noise and vibration will be acceptable within dwellings. Noise amenity guidelines for noise sensitive activities will be achieved though the proposed *Noise Zone* rules and vibration amenity will be ensured by way of setback. It is considered that the approach now proposed by Marsden City Limited Partnership is the most straightforward solution to avoiding potential rail noise and vibration effects on the adjacent land use.

Figure 7: Proposed Change to Proposed Zoning (Note new area of proposed "Mixed Use" and "Commercial") Adjacent to Rail Line



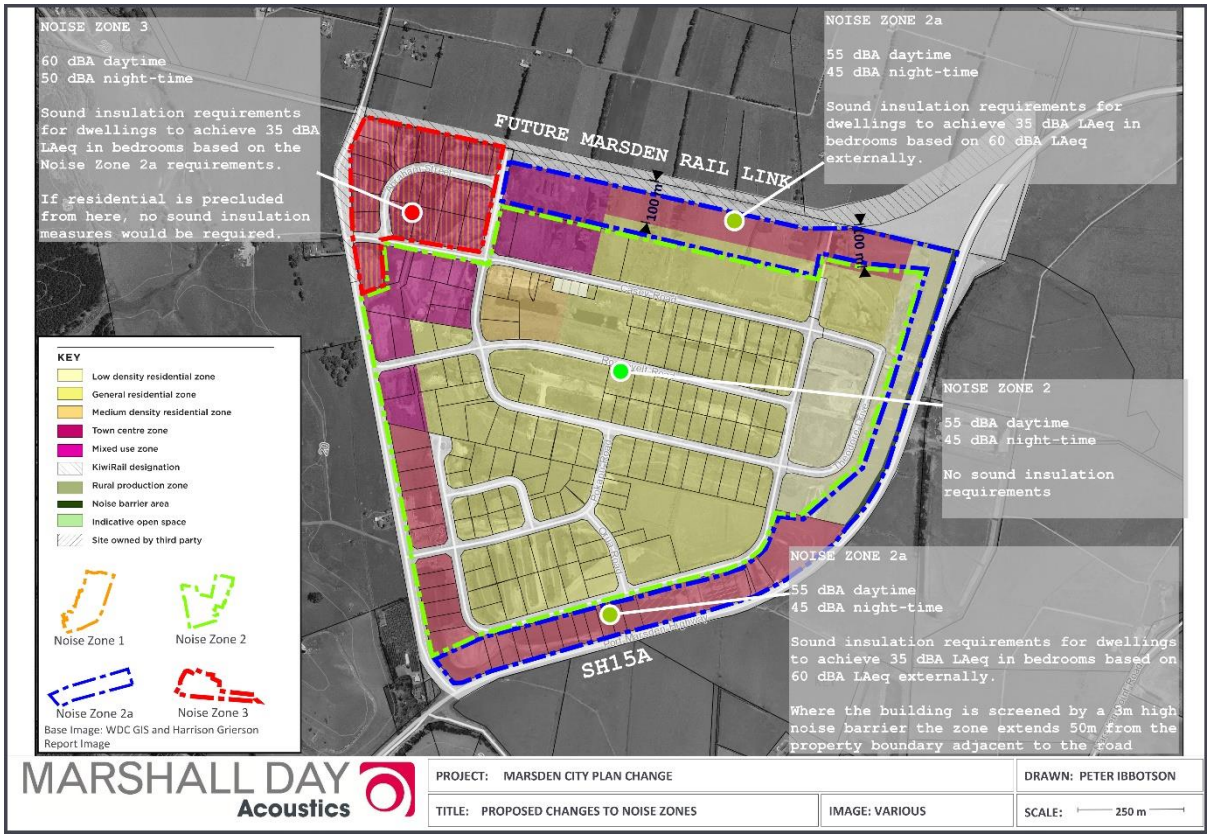
82 An assessment or updated rule to ensure that the noise sensitive spaces will be designed and constructed in a way that will ensure the occupants are provided with adequate cooling and fresh air where windows are required to be closed to keep the noise out. Noting it is widely accepted that such a rule would need to provide a greater level of fresh air than the Building Code requires.

The minimum requirement of the District Plan is as follows.

[6.5.2] Where windows are required to be closed to achieve these sound levels the ventilation requirements of the New Zealand Building Code shall be achieved.

This clause only applies in areas where sound insulation measures are recommended – this is only in **Noise Zone 2A** and **Noise Zone 3 (**see Figure 8)

Figure 8: Noise Zone Markup



NZTA state that the WDC provisions are not sufficient to "provide thermal comfort" and will likely result in residents opening doors and windows when temperatures are elevated (i.e. during summer). NZTA consider that this negates the façade sound insulation requirements and can lead to unacceptably high internal noise limits if windows are open.

Our current view is that **where windows must be closed, adequate ventilation and temperature control should be provided.**

Providing the above within **Noise Zone 2a** and **Noise Zone 3** will likely mean that any dwellings established would be required to include a ventilation system and a reverse cycle heat pump in their design[4]. It is possible that many dwellings will include heat pumps and ventilation systems into the design of the dwelling anyway.

If a prescriptive ventilation / cooling control is required for the *Noise Zone* precincts, we recommend that any prescriptive control achieve the following outcome:

[4] Reference: the *NZTA State Highway guide to Acoustic Treatment of Buildings*

- That ventilation rates are suitable for the activity and the building proposed; and
- That human thermal comfort can be maintained without occupants needing to open the façade.

A mechanical engineer may need to provide advice on a suitable prescriptive control[5].

83. ***Confirmation, that in regard to MCP-R3, an activity is permitted only where the entire noise bund/barrier has been constructed; or alternatively does the rule require only the bund/barrier to be constructed on the site that is subject to the proposed development. If the later is the answer then please demonstrate how the rules can avoid any issues with different designs and a potential piecemeal approach; and also how the rule can avoid the reduction in acoustical performance that would arise from such an approach.***

The bund requires construction over more than one site. Barker and Associates are to consider and address the property matters.

84. Confirmation as to how the acoustic effectiveness of the bund can be maintained by the proposed rules. For example who would be responsible for maintenance.

The acoustic effectiveness relates to the height of the bund. Provided the bund is maintained to the design height it will provide the required insertion loss. Maintaining a minimum height should be the only performance standard required.

If a bund/fence requirement is proposed, the acoustic fence must remain in good order, without large gaps developing below the fence or between the boards. A suitable maintenance specification is that there shall be no more than 1% leakage / open area.

The maintenance requirements of the bund or bund/fence should be enforceable. Barkers and Associates are to consider how this can best be accomplished.

Yours faithfully

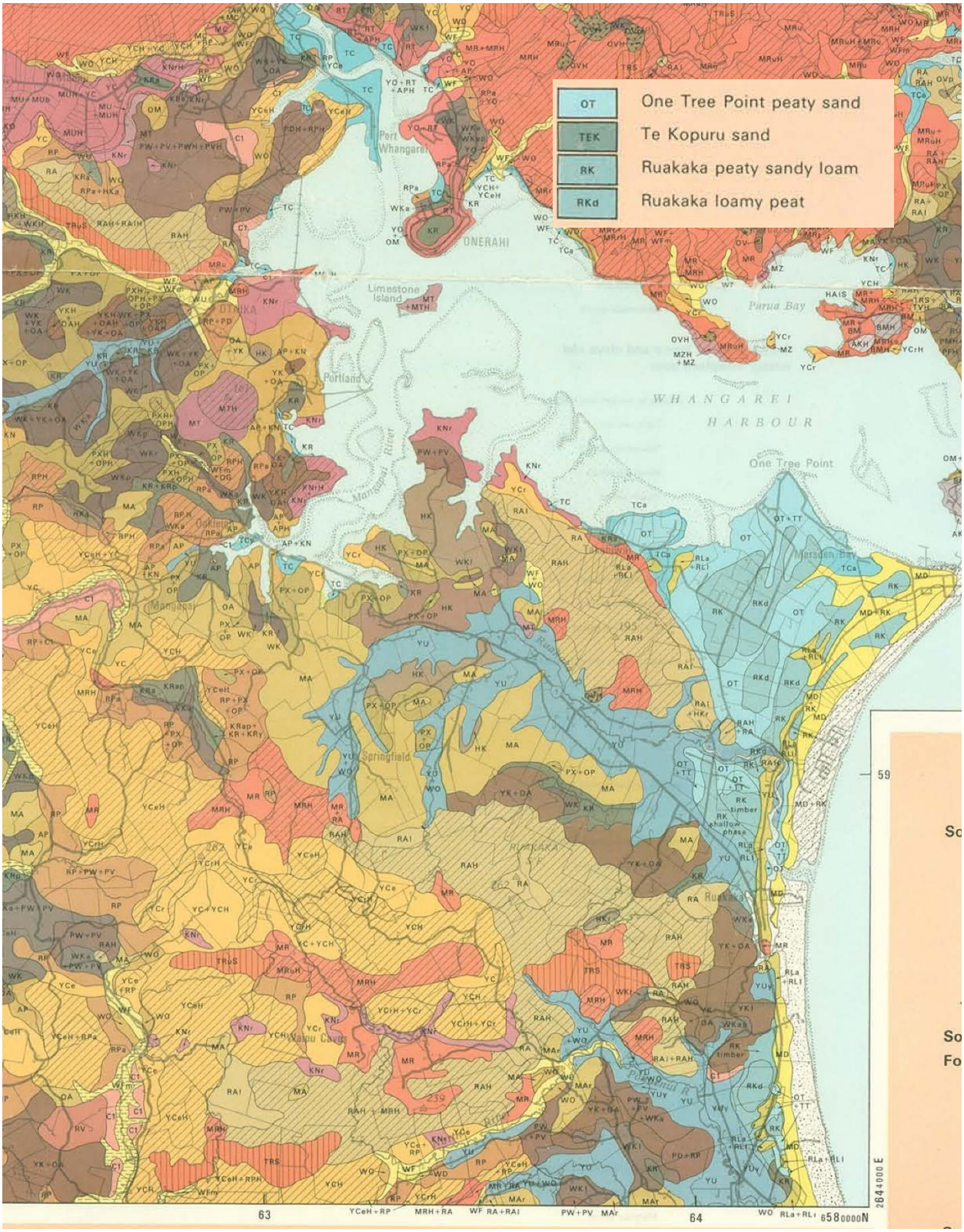
MARSHALL DAY ACOUSTICS LTD

Peter Ibbotson

Consultant

[5] It is important that any prescriptive control provides for the required thermal and ventilation amenity without prescribing systems that are inefficient, overly costly, complex or result in detrimental effects.

APPENDIX A SOILS OF THE NEARBY AREA



Requested Further Information

Appendix 10

flow
TRANSPORTATION SPECIALISTS

technical note

PROJECT	**MARSDEN CITY PRIVATE PLAN CHANGE**
SUBJECT	**RESPONSE TO COUNCIL REQUEST FOR INFORMATION**
TO	**DAVID BADHAM, BARKER & ASSOCIATES ON BEHALF OF MARSDEN CITY LIMITED PARTNERSHIP**
FROM	HARRY ORMISTON
REVIEWED BY	TERRY CHURCH
DATE	10 JULY 2020

This technical note provides responses to additional information requested by Whangarei District Council (Council) as part of the Marsden City private plan change application.

The requests are numbered as per Council's Request for Further Information (RFI).

1 RESPONSES TO FURTHER INFORMATION REQUESTS

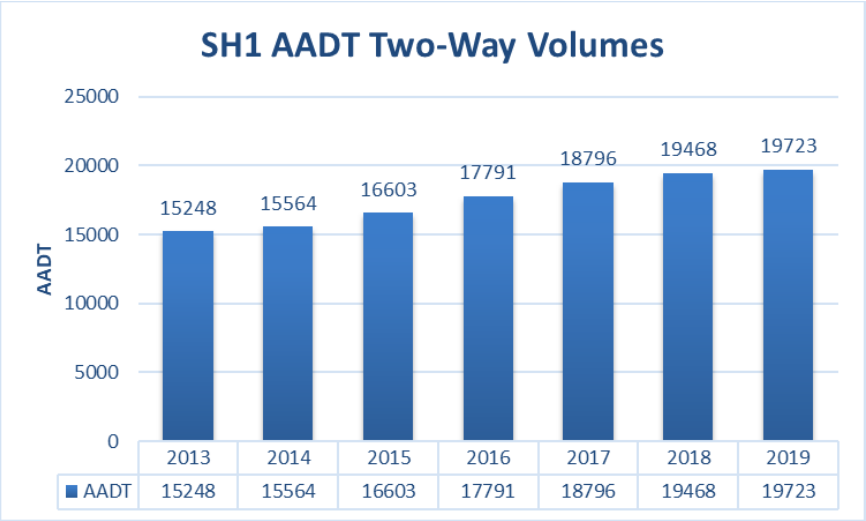
39. **Request:** *Collation, by Flow, of the latest traffic count information from both WDC and NZTA sources for the traffic volumes tables and graphs*

    Reason: *The reported traffic volumes presented in Section 3.5 of Flow's report presents data only up to 2017.*

Figure 1 and Figure 2 below provide average two-way Average Annual Daily Traffic (AADT) volumes for SH1 and SH15 respectively for the years 2015 to 2019/2020[1]. Data for 2020 is included where available.

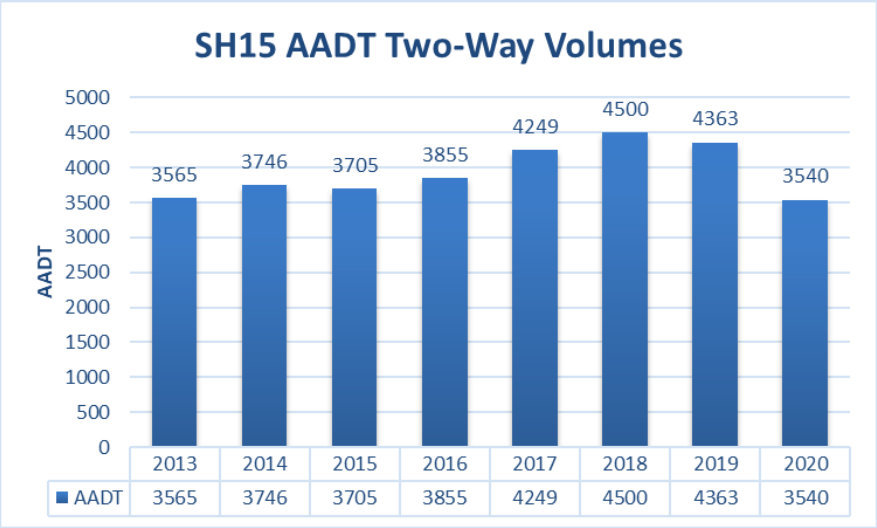
This information is the historical state highway traffic count data. We have used the forecast TRACKS data for SH15 and One Tree Point Road. Refer to Section 2 of this technical note for the TRACKS model information.

Figure 1: Historical SH1 AADT Volumes - Two Way (at intersection with SH15)



[1] Sourced from NZTA's Traffic Monitoring Systems (TMS) website

Figure 2: Historical SH15 AADT Volumes – Two Way (north of McEwan Road)



40. **Request:** Details of the Flow April 2019 traffic count that was commissioned at the SH15/One Tree Point Road intersection in summary spreadsheets

    Reason: *None provided.*

The traffic count is summarised in Figure 12 of the Transport Assessment. The raw data in spreadsheet form is included as part of this response. We trust this satisfies the request.

41. **Request:** *Clarification as to whether the reference to 'medium strips' should be 'median strips/islands'.*

    Reason: *Figure 16 of the ITA refers to the proposed PPC area roading layout and includes a reference to 'medium strips', this is assumed to be a typographical error but clarification is sought.*

Correct. There is a typo in the urban design street layout plan and it should read 'median strips' rather than 'medium strips'.

42. **Request:** *Indication of how non-RMA management and mitigation measures will be directed/implemented by the applicant to ensure that the management/mitigation of conflicts can be undertaken to ensure safety and efficiency of road users.*

    Reason: *In discussing the way in which safe and convenient walking and cycling within the PPC area will be managed (see Section 5.1) Flow discuss the management and mitigation of potential conflicts between road users will be addressed via a range of approaches such as appropriate design of minor roads, location of building accesses and the provision of well-marked and signed pedestrian crossings. Only one of these approaches is available to be controlled/directed within the PPC/RMA process (location of accesses via District Plan transport rules).*

Please refer to information provided by B&A as part of the RFI.

43. **Request:** Clarification and detail as to how the GFA is derived from the gross site areas (i.e. are there assumptions around site coverage, allowance for roads and reserves, or are these accounted for within the Proposed Plan areas shown in Flow's Table 3, pg 33).

Reason: *It is noted that at Section 6.2 of the Flow ITA there are tables and summarised analyses setting out the derivation in relation to the gross floor area within the zone, and the above request will provide further detail.*

We have attached to this response the yield study undertaken by Harrison Grierson (Attachment B). This details 3 scenarios being low, mid and high-level development. The mid-level development being the scenario that is enabled by this Plan Change. We trust this provides further clarity to this request.

44. **Request:** A summary spreadsheet or refined tabulated analysis showing how each of the adjustment factors have been applied in section 6.3 of Flows assessment.

    Reason: *Flow's Section 6.3 presents the derivation of the trip generation totals for the PPC area based on trip generation guideline rates (e.g. the ITA and RMS/RTA manuals) together with a series of internalisation, pass-by and GFA/GLFA referred to in text. Without a spreadsheet or tabulated analysis showing the respective factors and how they have been applied.*

We have attached to this response further detail in tabulated form for the trip generation (Attachment C).

45. **Request:** *Clarification on whether any of the assumptions made in terms of trip generation, take-up of walking/cycling/PT modes of travel, internalisation rates would need to be adjusted.*

    Reason: *In Section 6.3 Flow make a comment that full development within the zone will take some time to occur. They then go on to assess a scenario with 50% of ultimate facilitated development and a 15 year into the future horizon. At full development potential there would be the full range of activities (e.g. commercial, retail, mixed-use) but at the 50% development level there may not be the range of activity types to enable this (simple) 50% of future trip generation.*

The 50 % of final development scenario is tied to a specific number of households and Gross Floor Area (GFA) of commercial/retail which is detailed in the precinct rule (MCP-R4). We have included these in Attachment D and summarised in Table 1.

The proposed Precinct rule (MCP-R4) allow as permitted activities, development up to each threshold. At this point where one of the activities (e.g. number of residential units, retail GFA or commercial GFA) exceeds the threshold then the relevant intersection upgrade is required, or the activity becomes restricted discretionary and a transport assessment is required pursuant to MCP-REQ1.

As part of any transport assessment pursuant to MCP-REQ1, the need for an infrastructure improvement will be assessed including existing development on the site and within the surrounding environment, existing traffic conditions, and proposed trip generation. The intersection criteria triggers will be used as part of any transport assessment and form part of the MCP-REQ1 as detailed in Attachment A.

An activity becomes restricted discretionary if there is non-compliance with the threshold rules in Table MCP-R4 (see Attachment A of this technical note).

The assessment of the restricted discretionary activity, as detailed in the Precinct rule (MCP-R4), will include analysis of the intersections on One Tree Point Road and the need for an infrastructure improvement if the intersection operational criteria is not met.

The matters of discretion also include the 'rate of coordination of retail, commercial and residential development within Marsden City'. This allows for assessment regarding any differential development of each activity.

Further to this, as part of the transport assessment requirement in MCP-REQ1, there is a requirement for 'an assessment of the extent to which residential development is coordinated with retail and commercial development within Marsden City to minimise trips outside of the precinct providing additional capacity within the transport network.'

At each percentage of complete development (5%, 15%, 30% and 50%) there is an associated number of households and GFA and therefore, we can assume that there is a reasonable range of activity types at each level. For added clarity, the different levels should be labelled and associated with each threshold (ie Threshold 1, 2, 3 and final) rather than percentage complete. This is shown in Table 1.

Table 1: Percentage of development and associated mix of activity

Capacity Upgrade Required	Residential Unit Threshold	Retail GFA Threshold	Commercial GFA Threshold
Threshold 1 (5 %)	500 residential units	19,500m^2	2,100m^2
Threshold 2 (30 %)	1900 residential units	53,000m^2	8,000m^2
Threshold 3 (50 %)	2,100 residential units[2]	121,500m^2	24,000m^2

Table 2: Summary of staged development and associated transport infrastructure upgrades

Intersection	Capacity Upgrade Required	Further capacity upgrade to be investigated
SH15A/One Tree Point Road/McCathie Road	Threshold 1 (> 5 %)	Threshold 3 (> 50 %)
One Tree Point Road/Pokapu Road	Threshold 2 (> 30 %)	Threshold 3 (> 50 %)
One Tree Point Road/Roosevelt Road	Threshold 2 (> 30 %)	Threshold 3 (> 50 %)
One Tree Point Road/Casey Road	Threshold 2 (> 30 %)	Threshold 3 (> 50 %)
Internal intersections	NA	Threshold 3 (> 50 %)

The mix of activity at each development stage/threshold is limited by the Precinct rule (MCP-R4) and thresholds, which specifies the number of households and GFA of commercial and retail development.

If the threshold is exceeded for one particular activity, and the relevant intersection upgrade is not constructed, then a transport assessment is required as per the Precinct rule (MCP-R4). At this time, the trips external to the Plan Change area would be understood through traffic surveys.

We acknowledge that in between each of these levels there could be varying proportions of households built and commercial/retail development completed. However, the total number of trips at each threshold will not be exceeded until such time as there has been an intersection improvement or an assessment of the relevant intersections.

[2] The number of residential units has been reduced to 2,517 from 2,100 for Threshold 3 due to the update to traffic growth on One Tree Point Road discussed in Section 2.1.

1.1 Table correction in Transport Assessment

Table 3 below is the updated Table 7 from the submitted Transport Assessment. The modelled SIDRA traffic volumes remain unchanged, but this table has been updated. The proceeding table which represents vehicles trips for full development (Table 6 within the report) remains unchanged.

Table 3: External Vehicle Trips for Proposed Marsden City Structure Plan (All vehicles including heavy vehicles) – 50 % development potential (Threshold 3) – Corrected Table 7 from within Transport Assessment

	Morning Peak Hour			Evening Peak Hour		
Land Use	**Hourly**	**In**	**Out**	**Hourly**	**In**	**Out**
Residential	1,636	412	1,224	1,235	759	476
Retail / Commercial	852	623	229	2,401	1,074	1,327
Total	2,488	1,035	1,453	3,636	1,833	1,802

46. **Request:** *An expanded set of implications of the internalised trip distribution rates (Section 6.4.2 'Trip Distribution') if the rate or mix of development is not as expected for either the 50% or full development scenarios.*

    Reason: *It could be that a sensitivity test be undertaken with a reduced internalisation rate applied to the other activities*

We have undertaken a sensitivity test with lower internalisation rates as requested.

The following are the current assumptions detailed in the Transport Assessment:

- Internal trip rates are assumed to be 25 % of total trips generated by the town centre retail.
- An internal trip rate of 25 % is assumed for the residential trips in line with the Roads and Transport Authority's (RTA)[3] Guide to Traffic Generating Developments
- 15 % is assumed for bulk retail as customers are likely to travel from further afield
- No internalisation trip rate for commercial/office

Rates of internalisation for sensitivity test:

- Residential 15 %
- Town centre retail 15 %
- Bulk retail 15 %

The SIDRA model results for the sensitivity test are presented in Attachment D.

A decrease in the internalisation rate effects the total external trips through the One Tree Point Road intersections. The operational effects are predicted as follows:

For Threshold 1 of development (5 %) the following is predicted for the sensitivity test:

- In the AM peak hour, the right turn from One Tree Point Road to SH15 is predicted to increase to a LOS F based on delay and degree of saturation

[3] Now named the Roads and Maritime Service (RMS)

- PM peak hour is still predicted to operate with a LOS E or better for all movements
- This would bring the need for the roundabout forward with a marginally lower level of development.

The roundabout operates satisfactorily with traffic volumes associated with Threshold 2.

For Threshold 3 of development (50 %) the following is predicted for the sensitivity test:

- During AM peak hour the roundabout is still predicted to operate within capacity
- During the PM peak hour, the left turn from SH15 to One Tree Point Road is predicted to reach capacity with a degree of saturation close to 1 albeit with a LOS D. Overall, the roundabout is predicted to operate at a LOS C with all other movements operating with minimal delay.
- Based on the degree of saturation being at 1.0 for the left turn to One Tree Point Road in the PM peak hour, the need for improvements at the roundabout controlled intersection would be brough forward.

One Tree Point Road/Pokapu Road, One Tree Point Road/Roosevelt Road, and One Tree Point Road/Casey Road (Intersection 2, 3 and 4)

For Threshold 2 of development (30 %) the following is predicted for the sensitivity test:

- AM peak hour is still predicted to operate with a LOS E or better for all movements
- In the PM peak hour, the right turn from each side road to One Tree Point Road is predicted to increase to a LOS F based on delay. This represents an increase of delay above 50 seconds for the right turn movement. This would therefore exceed the intersection operational criteria, albeit that the approach and all other movements perform adequately.
- This would bring forward the need for the roundabout control at these 3 intersections

With a reduction in the assumed internalisation rate additional vehicle trips are predicted to travel through the One Tree Point intersections. This would bring forward the point at which the intersections require upgrading in relation to development. However, we believe the current assumptions for internal trips (between 15 % and 25 %) are robust and align with the RTA guidance.

47. **Request:** *A discussion, or assistance, with further assessment of the proportion of local residents employed locally, and what impact it might have if the employment activity within Marsden is not as high as anticipated.*

    Reason: *There an implicit expectation/assumption around the employment of Marsden City residents within the places of employment within Marsden City/Marsden Point. There is no guarantee that local residents will work locally – the greater number of workplaces within the established Whangarei urban area (and other parts of the district) will clearly give rise to a greater proportion of employment travel away from the PPC area*

The assessment includes internalisation of some trips within the Plan Change area involving residential and retail trips only. This will to some extent include local employment but the RTA guidance on internal residential trip rates indicate that these trips typically involve local shopping, schools and local social visits.

Further to this, we have conservatively assumed that there is no internalisation trip rate for the commercial/office development and therefore all employees will come from outside of the Plan Change area. Flow is unsure whether there are any market research reports to assist with this response.

48. **Request:** Conversion of Tables 6, 7 and 8 to a graphical format

    Reason: *This would more easily show the projected flows for 50% and 100% development scenarios*

We have provided a summary of the predicted turning movements in Attachment E.

49. **Request:** Further modelling to allow an understanding of full impact (100%) of the rezoning sought at a future year, 25 years is suggested.

    Reason: *There is often a question raised about the extent of future traffic modelling around Plan Change matters. Flow have adopted (see Section 7.1 Overview) a 15-year future time period horizon and "relevant percentage of Plan Change development". It is considered that while the full development potential of the PPC zoning might not be delivered by that time, it would be useful to understand.*

We have investigated the capacity improvements required for full development of the Plan Change area and 25 year forecast growth.

The background traffic growth from the Whangarei TRACKS model on SH15 and One Tree Point Road is presented Table 4 for a 25 year forecast year.

The conservative traffic growth rate of 1 % in both directions on SH15 has been applied between 2018 and 2043 based on growth on SH15 north of One Tree Point Road.

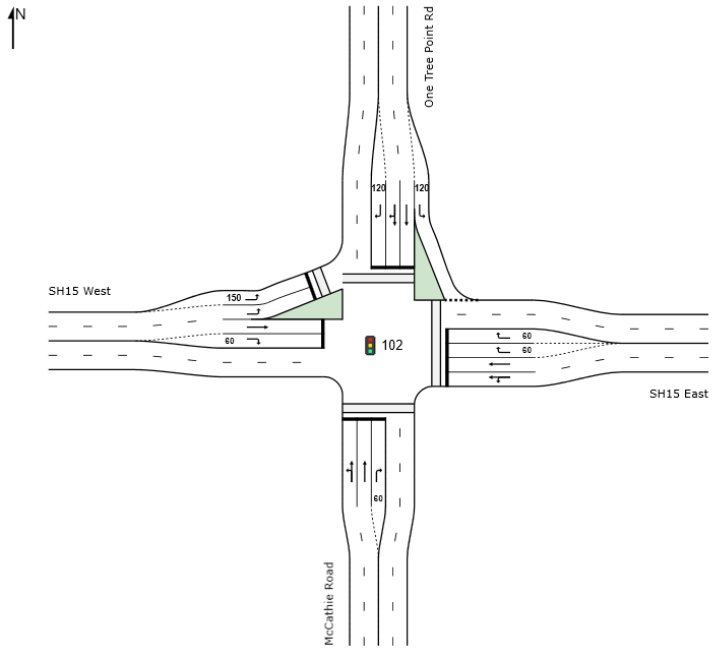
The growth rates have been applied to the existing turning movements to/from One Tree Point Road and the through movements on SH15.

Table 4: Traffic growth on One Tree Point Road from Whangarei TRACKS model (2018 to 2043)

Period	Direction	SH15 (south of One Tree Point Road)	One Tree Point Road	SH15 (north of One Tree Point Road)
AM	Northbound	1.0 %	1.7 %	0.6 %
	Southbound	3.3 %	3.9 %	1.3 %
PM	Northbound	3.4 %	4.0 %	1.3 %
	Southbound	1.9 %	2.9 %	0.4 %

Figure 3 represents a potential capacity improvement that would be required for full development of the Plan Change area and 25 year forecast growth (based on the Whangarei TRACKS model).

Figure 3: Signalised intersection at SH15/One Tree Point Road/McCathie Road – Full development and 25 year forecast growth from Whangarei TRACKS model



The signalised intersection shown in Figure 3 is predicted to operate as follows with full development of the Plan Change and 25 years forecast growth[4]:

- an overall LOS C or D in both peak hours
- each movement is predicted to operate at LOS E or better in the PM peak hour, with only the right turn from SH15 east to One Tree Point Road operating at LOS F in the AM peak hour
- 95th percentile vehicle queues are predicted to be longest on One Tree Point Road in the PM peak hour (approximately 200 m). Average queues on One Tree Point Road are predicted to be between 85 m and 120 m.
- 95th percentile vehicle queues on SH15 are predicted to be up to 205 m in the AM peak hour and 145 m in the PM peak hour.

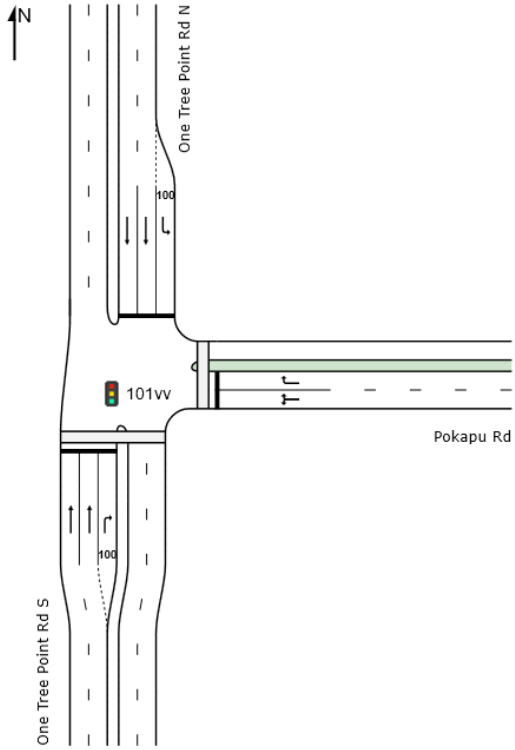
Figure 4 represents a potential capacity improvement that would be required at the One Tree Point/Pokapu Road intersection for full development of the Plan Change area and 25 year forecast growth. The same layout is required at One Tree Point Road intersections with Roosevelt and Casey Roads.

The signalised intersection shown in Figure 4 is predicted to operate as follows:

- an overall LOS B in the AM peak hour and a LOS C in the PM peak hour
- each movement is predicted to operate at LOS E or better in the peak hours
- 95th percentile vehicle queues are predicted to be 120 m or less in the AM peak hour, and up to 230 m in the PM peak hour.

[4] A peak flow factor of 1.0 has also been used due to uncertainty in the 25 year forecast growth

Figure 4: Signalised intersection at One Tree Point Road/Pokapu Road – Full development and 25 year forecast growth from Whangarei TRACKS model



There is a high level of uncertainty with a 25 year forecast year and to a large extent the signalised intersection caters for growth anticipated in other areas, particularly in the One Tree Point area, as well as the Marsden Plan Change area. The proposed Precinct rule (MCP-R4) and triggers allow for assessment of the key intersections as development progresses thereby allowing assessment and infrastructure provision to occur with more certainty in the future.

50. **Request:** Clarification and discussion around 'Triggers for Intersection Changes', as the below points:

    a) Clarify and confirm that each of the recommended triggers relate to the requirements (e.g. Level of Service, delay, queuing) for each movement (i.e. left through and right turn movements for each approach/arm to an intersection) plus for each approach (i.e. weighted average for all turning movements on an approach/arm)

    b) Discuss the adoption of the Level of Service (LOS) criteria versus a (simple) delay basis, especially given that for intersections the LOS criteria band is based on delays. Further should the equivalent delay be used instead

    c) Clarify whether as a minimum if one turning movement (e.g. right turn from One Tree Point Road onto SH15A) triggered the threshold that the entire intersection should be upgraded and whether there would be value in specifying the required performance for the improvement

    d) Clarification around whether Flows intention is for the triggering of further assessment, or whether the trigger is for the improvement

    Reason: *To understand effects*

a) Correct. This is outlined in Section 7.3.1. Each movement and each approach should meet the criteria.

b) We have adopted LOS criteria based on delay. The threshold is specified for a LOS E, which relates to a specific delay based on intersection control. This is a simple and concise approach.

c) Correct. It has conservatively been assumed that if one turning movement exceeds the criteria then an intersection upgrade is required. In the most part this is likely to be the right turn movement from a side road, while all other movements can potentially still be operating within capacity.

   The required performance of the upgraded intersection will need to operate within the intersection performance criteria.

d) The rule triggers further assessment. The proposed Precinct rule (MCP-R4) allow as permitted activities, development up to each threshold. At this point where one of the activities (number of residential units, retail GFA or commercial GFA) exceeds the threshold then the relevant intersection upgrade is required, or the activity becomes a restricted discretionary activity and a transport assessment is required.

   As part of any transport assessment the need for an infrastructure improvement will be assessed including existing development, existing traffic conditions, and proposed trip generation. The intersection criteria triggers will be used as part of the Transport Assessment and form part of the MCP-REQ1 as detailed in Attachment A.

   An activity becomes restricted discretionary if there is non-compliance with the threshold rules in Table MCP-R4 (see Attachment A of this technical note).

   The assessment of the restricted discretionary activity, as detailed in the Precinct rule (MCP-R4), will include analysis of the intersections on One Tree Point Road and the need for an infrastructure improvement if the intersection operational criteria is not met.

   The matters of discretion also include the 'rate of coordination of retail, commercial and residential development within Marsden City'. This allows for assessment regarding any differential development of each activity.

   Further to this, as part of any transport assessment requirement in MCP-REQ1, there is a requirement for 'an assessment of the extent to which residential development is coordinated with retail and commercial development within Marsden City to minimise trips outside of the precinct providing additional capacity within the transport network'

51. **Request:** Clarification as to whether the 5% of development potential is applied equally across the residential/retail/commercial; and what would be the result if there is only residential or only retail.

    Reason: *Relates to gaining an understanding of section 7.3.2 pg 42, first three bullet points.*

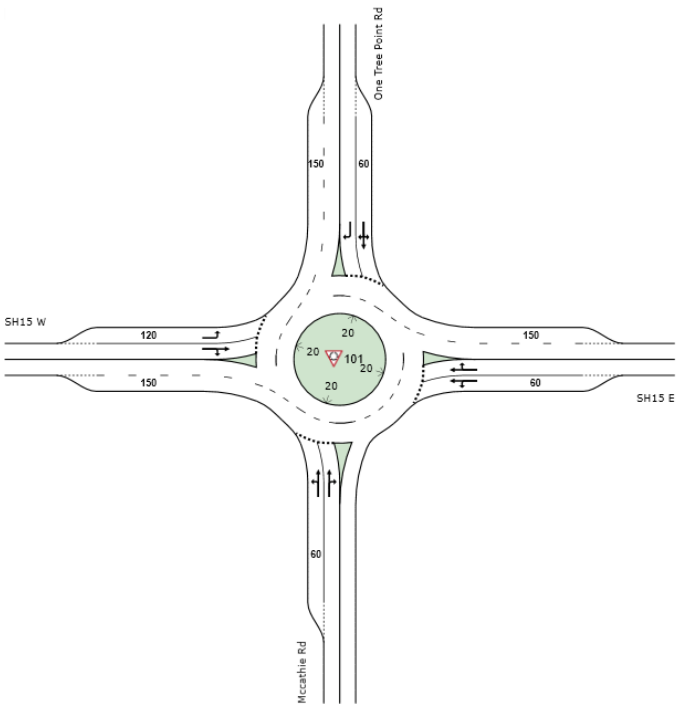
Refer to response 45.

52. **Request:** Confirmation from Flow as to whether variations to the upgrade of the intersection (i.e. the concept layout at Figure 19 shows that only one departure lane on each of the intersection arms) is proposed

    Reason: *Flow's assessment shows that a double circulating lane roundabout can only cope with around 50% of the facilitated PPC development. If there are double departure lanes on the SH15 arms there may be an improved overall performance that could extend the life of the roundabout*

Correct. Two departure lanes should be shown in the concept roundabout layout at the SH15/One Tree Point Road/McCathie Road intersection. We have altered the SIDRA models to include the extra exit lane, as shown in Figure 3, and it has a small effect on the modelled results. It does not change the point at which the roundabout reaches capacity. These have been shown in Attachment D and this modelled layout is used for the additional tests within this technical note.

Figure 5: Proposed roundabout at SH15/One Tree Point Road/McCathie Road intersection



53. **Request:** *Clarify in regard to Section 7.3.3, and as with above points, whether there would be some other performance criteria used instead of the land-use threshold. Also clarify the same for sec 7.3.4 and sec 7.3.5 regarding the 50% development definition.*

    Reason: *The inclusion of the 30% development threshold (and the second set of three bullet points on page 44) may not necessarily involve this mix of development types. Therefore consideration of the above request will assist understanding, alternatively a sensitivity test could be undertaken to review whether other mix of activity types give rise to a similar set of transport performance statistics.*

See response to request numbers 50 and 51. These responses cover the proposed Precinct rule (MCP-R4) and land use thresholds. They indicate the mix of activity for development threshold is fixed. We view the mix of activity within each land use threshold, and the number of thresholds, as relatively

restrictive with regard to development. The level of development, and therefore trip generation cannot be exceeded until such time as a resource consent is granted pursuant to the Precinct rule (and a transport assessment provided in accordance with MCP-REQ1) and/or the required intersection improvement is complete.

54. **Request:** *An assessment of the transport effectiveness/suitability of actual Plan rules, showing consideration of the proposed zoning provisions*

    Reason: *The Flow report doesn't appear to assess the above*

Proposed Precinct rule (MCP-R4) have been included in Attachment A.

See response to request numbers 45 and 50.

There is a requirement for a transport assessment included within MCP-REQ1, when a restricted discretionary activity resource consent is required pursuant to rule MCP-R4. The requirements are standard requirements for a transport assessment including:

- Existing conditions including existing traffic volumes
- Trip generation of proposed activity
- Public transport availability and uptake
- Walking and cycling assessment
- Safety assessment
- Extent to which residential development is coordinated with retail and commercial development within Marsden City to minimise trips outside of the precinct
- Assessment of proposed transport infrastructure upgrades

We consider the above items will form a comprehensive transport assessment and allow Council to make an informed decision with regard to any restricted discretionary resource consent.

The intent of the proposed Precinct rule (MCP-R4) is to allow a level of permitted development up to the thresholds specified in table MCP-R4. At such time, the relevant intersection improvement should be constructed to provide further capacity, or a comprehensive transport assessment undertaken to demonstrate that the improvement is not required pursuant to the restricted discretionary resource consent requirement pursuant to MCP-R4.

The thresholds are based on our comprehensive assessment and provides a practical and robust process for development to proceed whilst managing effects on the safe and efficient operation of the transport network.

55. **Request:** *Details in regard to Section 8 'Summary and Conclusions', as below:*

    a) *A discussion regarding what roads need to be reconstructed/remarked/upgraded and particularly which footpaths would need to be widened from current bare minimum width.*

    b) *Detail as to whether any of Flows conclusions are predicated on the future ability/certainty to obtain links across the future railway line along the northern side of the PPC area.*

c) *Clarification as to whether references made to the percentage of completed full development is suitable, and whether a 'percentage of the full development' is appropriate to address the transport outcomes assessed by Flow.*

d) *Flow to specify a trigger for when the roundabout should be installed at One Tree Point/SH15 (refer page 49)*

e) *Advice as to what upgrades/improvements/changes will be needed to the non-motorised transport network areas of the PPC area*

Reason: *None provided*

a) The existing cross section for each road within the subdivision is as follows:

- Back berm 2.4 m
- Footpath 1.4 m
- Front berm 1.2 m
- Road carriageway 13 m

Appendix B of our Transport Assessment details the proposed road cross sections. The red text below each cross section indicates which sections of the road reserve are 'new'. All footpaths will be widened from the existing narrow 1.4 m width, and in the case of cross section C-C and E-E, a new 3.0 m shared path is provided. All road carriageways are narrowed to some extent and therefore require some reconstruction of kerbs.

b) The conclusions are not based on any new link across the future railway.

c) Percentage of full development has been used for ease of discussion within the report. It relates to the proposed precinct rule (MCP-R4) which have a specified number of households and GFA of development for each threshold. However, we have provided some clarification and associated development stages/thresholds in Table 2 previously

d) Triggers have been discussed further in previous response to request numbers 50 and 51. The installation of a roundabout at One Tree Point Road/SH15 will need to be assessed as part of any transport assessment which is required when the first land use threshold is reached or surpassed. As part of the transport assessment, the intersection performance criteria will be assessed and form part of the MCP-REQ1 as detailed in Attachment A.

e) Non-motorised users will be well catered for within the PPC area. The existing subdivision is predominately an industrial area with wide roads and narrow footpaths. As described above, the existing footpaths will all be widened, and a new 3.0 m shared path is provided on key residential routes. The road carriageways will be narrowed as a result which in turn will help reduce vehicles speeds.

It is intended to retrofit the existing roundabouts, with raised pedestrian crossings on each approach, refuge islands with pedestrian cut throughs and adequate facilities for cyclists.

56. **Request:** *Inclusion of the specifics of the PPC provisions referred to in the Flow report, and to then have their professional assessment of the ability for those provisions to address the matters set out in the earlier parts of their report*

    Reason: *The final paragraph of the conclusion refers to there being provisions/precinct conditions proposed within the PPC, but these haven't been evaluated*

Proposed precinct rule (MCP-R4) have been included in Attachment A.

See response to request numbers 45, 50 and 54.

57. **Request:** *Clarification around Appendix A.1 of the Flow report in regard to two matters. Is it intended that the Plan Change would be supported by a Structure Plan or only zoning and Precinct Plans; and is there any specific proposal within the PPC to establish bus services or bus stops, or even to advocate NRC to do so*

    Reason: *There are some references throughout this section to a Structure Plan and there is also commentary about sustainable travel being supported but other than school buses there is no control of the applicant over the provision of bus services/infrastructure within the PPC area. It seems necessary to ensure there is a trigger rule to ensure bus stops are constructed.*

The Plan Change will be supported by zoning and Precinct Plans.

There is no specific proposal to establish bus services in the area yet. This will be addressed at the time of development. The road infrastructure will be able to accommodate bus services with wider lanes provided on the circulating route. Generally, the road carriageway widths are recommended to be 6 m, with indented parking bays. Areas that are likely to accommodate bus services will provide traffic lanes of 3.2 m (cross sections A-A and E-E). This will allow the existing school bus service, from One Tree Point Road, to service the residential areas as well as a potential future public bus service.

Cross sections within Appendix B of our Transport Assessment, indicate bus stop infrastructure can be provided within the circulating route through the residential areas (cross section E-E).

58. **Request:** *Further comment from Flow on the use/relevance of the 2008 document (One Tree Point/Marsden Point Road Strategy) and the underlying assumptions around development at One Tree Point and Marsden Point; and traffic volumes predicted along SH15*

    Reason: *It is noted the 2008 Structure Plan estimated traffic movements to be 30,000vpd in 2021, and it is currently only 4,700vpd*

Marsden Point-Ruakaka Structure Plan was completed in 2008. The document anticipated high growth in the area which has not eventuated. The predicted traffic volumes will not occur without further significant land use development in the area. The document provides a useful guide on potential road hierarchy, but as a Structure Plan it is a non-statutory document.

59. **Request:** *Comment, from Flow, as to whether consideration has been given to formalising the Casey Road Extension and connection to SH15.*

Reason: *There appears to be a current gravel road connection from the PPC area to SH15. The PPC indicative road layout plan in Appendix B appears to show a green dotted 'indicative residential lane' designation but it does not appear to connect to SH15.*

Please refer to information provided by B&A as part of the RFI.

60. **Request:** *Confirmation of how the cross sections in Appendix B will be delivered through the PPC provisions; and comment around whether the proposed 3.0m wide shared paths are consistent with the WDC or other industry design expectations in terms of shared path functionality and arrangement rather than a separated walking and cycling facility.*

    Reason: *Reference is made within the cross sections to 'retrofit residential with cycle and bus route' therefore a clear understanding of this is required to assess effects.*

Shared paths of 3.0 m either side of the street for cyclists and pedestrians are proposed through the residential areas rather than on street cycle lanes (as indicated by the black dotted lines in Figure 18 of the Flow report).

Shared paths are better suited through the residential areas as there will be relatively low volumes of peds and cyclists, and with more of a recreational use.

Cycle paths, rather than shared paths, are proposed through the town centre due to potentially higher numbers of pedestrians and cyclists. Wider footpaths can also be accommodated through the retail area. Separation of cyclist and pedestrians is also recommended in the retail area due to a potential higher speed differential as pedestrians stroll around shopping areas.

Discussions with Council indicated that shared paths would be favoured through the residential areas and this has been shown in recent development applications in the One Tree Point area for instance. Consideration has been given to the District Plan Engineering Standards, however, there is deviation away from wider lanes and narrow cycle lanes/footpaths that are specified in the standards towards narrower, lower speed roads and wider footpaths/shared paths.

61. **Request:** Copies of the SIDRA files Flow used in their assessments

    Reason: *None provided.*

We have supplied the SIDRA modelling files as part of this response. Note the existing/base model of SH15/One Tree Point Road is modelled as a cross-roads intersection with altered priorities. A staggered intersection could have been modelled in SIDRA Network, however we do not believe SIDRA Network adequately represents a stagger intersection and therefore have used SIDRA intersection. Albeit that this provides a more conservative intersection operation.

2 ADDITIONAL REQUESTS FROM COUNCIL'S ROADING DEPARTMENT:

99 Request: Clarification as to the growth rate used in the Traffic Impact Assessment by Flow consultants.

Reason: It appears a 1 % growth rate has been used whereas the correct growth rate should be 5 % for 10 years and 1 % thereafter, which could fundamentally change (bring forward) the dates for upgrades and lower trigger rates.

The growth rates used are based on the Whangarei TRACKS model, as supplied by Stantec through Council. This has been used to provide forecast traffic volumes for SH15 and One Tree Point Road. The growth rates outlined on page 39 of the report relate to **traffic** growth rates on SH15 and One Tree Point Road.

We have reviewed the underlying growth rates within the TRACKS model by comparing households and total jobs for each zone within the One Tree Point / Marsden Point areas. This reveals household and job growth rates in line with the request above (or higher). We have also clarified with Stantec that we have the latest high growth models for the area, which we do. These TRACKS models were updated in May 2017 for the 'high growth scenario'.

Further comment has been supplied by Council following the RFI:

The TRACKS base model (developed in 2015/2016) is based on the 2014 Growth Model. In 2017, WDC decided to change its growth model to include accelerated growth in the One Tree Pt/Marsden Pt area. This growth rate assumed about 5% population growth per annum until 2028 then this slowed to about 1%. Rather than totally redo the TRACKS model (at significant cost), WDC created an "add on" to the TRACKS base model to take this into account.

Flow should be using the TRACK model with this accelerated One Tree Pt/Marsden Pt growth "add on" turned on.

Covid-19 impacts may slow growth for 1-5 years, but then there will be a strong rebound in growth and, depending on what happens with the possible Ports Of Auckland shift, the One Tree Pt/Marsden Pt area is likely to be one of the first areas to rebound. Overall, the Covid-19 impacts may have a short term impact in slowing growth but in 25 years' time these impacts will be negligible. It would be conservative to ignore the impacts of Covid-19, particularly as no-one knows what these impacts are likely to be.

We agree that it is likely that growth in the area will be lower than anticipated in the next 1 to 5 years, however in the longer term (15 to 25 years) the growth in the area may arrive at the same previously forecast level.

It can conservatively be assumed that the same high growth rates are used for the Marsden Plan Change assessment, with intersection upgrades tied to relevant land use and associated operational triggers in the Plan Change conditions.

It is useful to understand the growth in the One Tree Point area and the associated traffic growth past the Marsden City Plan change area. This is summarised in Table 5 by area (as shown in Figure 6 and have been extracted from the TRACKS model (Figure 6).

Table 5: Whangarei TRACKS model – number of households and jobs within each modelled area and forecast year

Area	2013		2023		2033		2043	
	HH	Jobs	HH	Jobs	HH	Jobs	HH	Jobs
One Tree Point (existing area)	285	46	285	50	285	53	285	57
One Tree Point (new development areas)	210	83	984	91	1250	99	1555	108
Rural, between Marsden PC and One Tree Point	150	44	150	48	150	53	150	58
Ruakaka / Marsden Point Road - Trade retail	51	47	52	51	52	56	53	61
Marsden Point - Industry	33	893	98	978	121	1071	147	1172
All areas	768	1126	1625	1232	1924	1347	2268	1472

Figure 6: District Plan zone areas

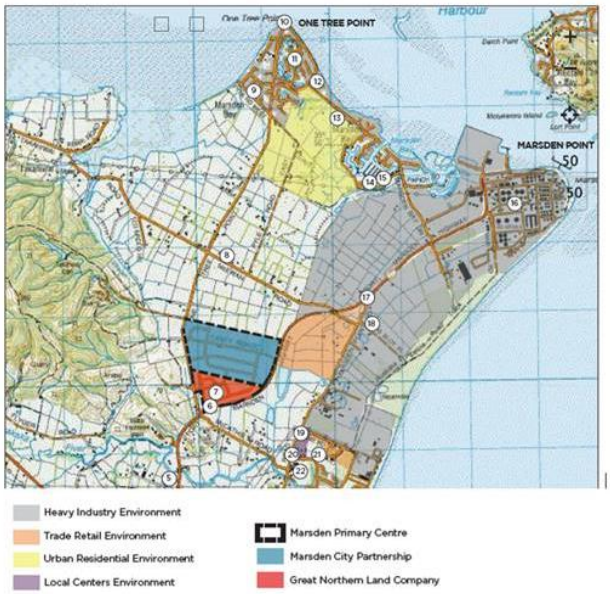
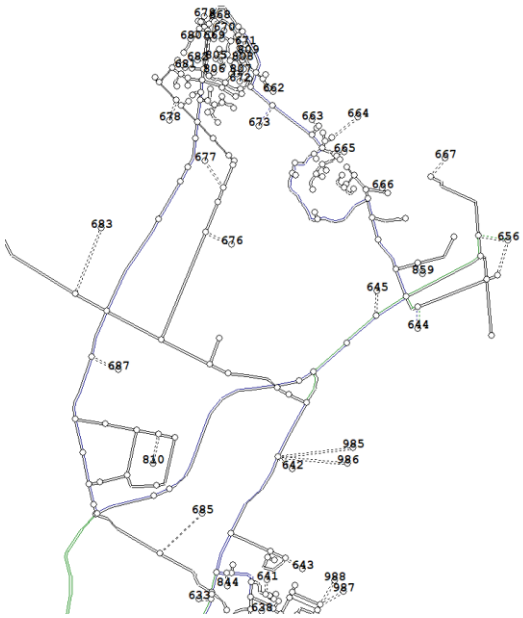


Figure 7: TRACKS model zones



A summary of the land use changes within the TRACKS forecast models:

- Significant increase in the number of households in the new One Tree Point development areas (yellow area)
    - Approximately 30% per year for the next 10 years and 3 % per year thereafter
- Significant increase in the heavy industry areas (grey areas)
    - Approximately a 30 % increase over the 30 years at 1 % pa
- The remainder of the area indicated in Table 5 has minimal forecast growth

- Combining all areas there is 11% growth in households and jobs in the next 10 years and 2 % for next 20 years. Overall a 7% growth for next 30 years.
- T**otal growth in households and jobs is predicted to be 5 % for the next 10 years and 1 % for the next 20 years**. Overall a forecast growth of households and jobs or 3% for 30 years.

The final bullet point aligns with the information within the request. This forecast growth in households and jobs is spread through the Marsden-Ruakaka-One Tree Point area. It doesn't necessarily equate to the same level of traffic growth on each road within the region due to the location of development, trip rates, connectivity of the road network spreading the load, mode choice, and internal trips within development areas.

100 Request: An extended analysis period used in the TIA, such that it extends to 2043 (25 years) as well as the 15 years currently used.

Refer to response 49 for the forecast sensitivity test.

2.1 Updated One Tree Point traffic growth

We have refined the traffic growth assumptions on One Tree Point Road as part of this RFI. This is as follows:

- Previously a more generic 3 % growth in each direction was assumed, however to be more specific by direction and align with the TRACKS model the growth the traffic growth in Table 6 been used.
- The conservative traffic growth rate of 1 % in both directions on SH15 has been retained between 2018 and 2033 based on growth on SH15 north of One Tree Point Road.

Note that the above growth rates have been applied to the turning movements to/from One Tree Point Road and the through movements on SH15, and therefore results in a higher growth rate on SH15 south of One Tree Point Road (aligning with the modelled TRACKS growth of between 1 and 3.5 %).

It can be seen from Table 6 that development in One Tree Point area will lead to more significant growth on One Tree Point Road than on SH15.

Table 6: Traffic growth on One Tree Point Road from Whangarei TRACKS model (2018 to 2033)

Period	Direction	SH15 (south of One Tree Point Road)	One Tree Point Road	SH15 (north of One Tree Point Road)
AM	Northbound	1.0 %	1.8 %	0.1 %
	Southbound	3.3 %	4.8 %	1.4 %
PM	Northbound	3.4 %	4.6 %	1.4 %
	Southbound	1.9 %	3.4 %	0.1 %

ATTACHMENT A Precinct Rule

MCP-R4	Staging of Development with Transport Upgrades	
	Activity Status: Permitted Where: 1. Development or subdivision within the Marsden City Precinct does not exceed the thresholds in Table MCP-R4 until such time that the identified infrastructure upgrades are constructed and operational. 2. For the purpose of this rule 'residential unit' and 'retail/commercial floorspace' means buildings for those activities that have a valid land use consent or a subdivision that has a 224C certificate.	Activity Status when compliance not achieved with MCP-R4: Restricted Discretionary Matters of discretion: 1. Effects on the safe and efficient operation of the transport network, specifically the SH15A/One Tree Point Road/Mcathie Road and the One Tree Point Road intersections with Pokapu Road, Roosevelt Road and Casey Road; 2. The rate of public transport uptake and travel management measures; and 3. The rate of coordination of retail, commercial and residential development in Marsden City. *Note: Any application shall comply with information requirement MCP – REQ1.*

Table: MCP-R4

Residential Unit Threshold	**Retail GFA Threshold**	**Commercial GFA Threshold**	**Transport Upgrades Required to Exceed the Residential Unit <u>or</u> Retail/Commercial GFA Thresholds**
500 residential units	19,500m^2	2,100m^2	Safety and capacity improvements to SH15A/One Tree Point Road/McCathie Road intersection which include: • Two-lane roundabout with two lanes on each approach and two circulating lanes
1900 residential units	53,000m^2	8,000m^2	Safety and capacity improvements to One Tree Point Road/Pokapu Road intersection. Safety and capacity improvements to One Tree Point Road/Roosevelt Road intersection. Safety and capacity improvements to

			One Tree Point Road/Casey Road intersection.
2,100	121,500m²	24,000m²	Safety and capacity improvements to: • SH15A/One Tree Point Road/McCathie Road • One Tree Point Road/Pokapu Road intersection. • One Tree Point Road/Roosevelt Road intersection. • One Tree Point Road/Casey Road intersection.

MCP – REQ1	Staging of Development with Transport Upgrades Information Requirement – Transport Assessment
Transport Assessment	1. Any application pursuant to Rule MCP-R4 shall include a Transport Assessment prepared by a suitably qualified and experienced professional detailing and/or assessing the following: a. A description of the site characteristics, existing development, existing traffic conditions and trip generation, proposed activity and its intensity. b. An assessment of the features of the existing transport network, including the following where relevant to the proposal: i. Existing access arrangements, on-site car parking and crossing locations. ii. Existing internal vehicle and pedestrian circulation. iii. Existing walking and cycling networks. iv. Existing public transport service routes and frequencies including bus stops and lanes. c. An assessment of the traffic generation of the proposal including all modes of transport that would support the development or subdivision proposed. d. An assessment of the extent to which increased use of public transport or other shared mode provides additional capacity within the transport network including by implementing travel demand management measures. e. The accessibility for pedestrians and cyclists and how the design of the development will encourage walking and cycling to nearby destinations such as reserves, other public spaces and commercial or community facilities.

f. An assessment of the effects on the safety and efficiency of the adjacent road network.
g. An assessment of the extent to which residential development is coordinated with retail and commercial development within Marsden City to minimise trips outside of the precinct providing additional capacity within the transport network.
h. Timing and development of any transport upgrades.
i. Evidence of any consultation undertaken with NZ Transport Agency.
j. An assessment of intersection operational criteria, including:

(a) State Highway 15/One Tree Point Road/McCathie Road intersection Operational Criteria

(i) all-day: 95th percentile queues (not average queues) for each movement at intersections and whether they come within:

• any location on SH15 where sight distance cannot be achieved

• queues should not extend beyond dedicated storage lanes

(ii) no individual traffic movement should have a level of service (LOS) worse than LOS E, or have a degree of saturation higher than 95%. If the baseline scenario already operates at LOS F, then:

• degrees of saturation should be no more than the baseline scenario; or

• delay should not increase beyond the baseline scenario by more than 5%.

Note: Degree(s) of saturation is defined to be the proportion of actual traffic movements using the intersection to the theoretical maximum capacity of the intersection.

(iii) The overall intersection LOS should be no worse than LOS D.

(b) One Tree Point Road intersections with Marsden City (Pokapu Road, Roosevelt Road and Casey Road) Operational Criteria

(i) all-day: 95th percentile queues (not average queues) for each movement at intersections should not come within:

• queues should extend? through upstream intersections

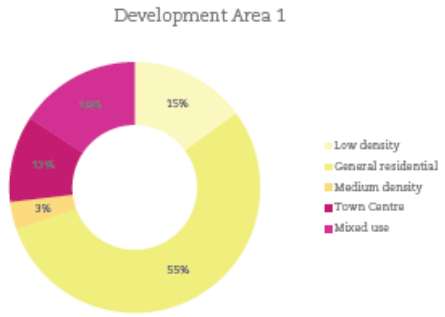
• queues should not extend beyond dedicated storage lanes

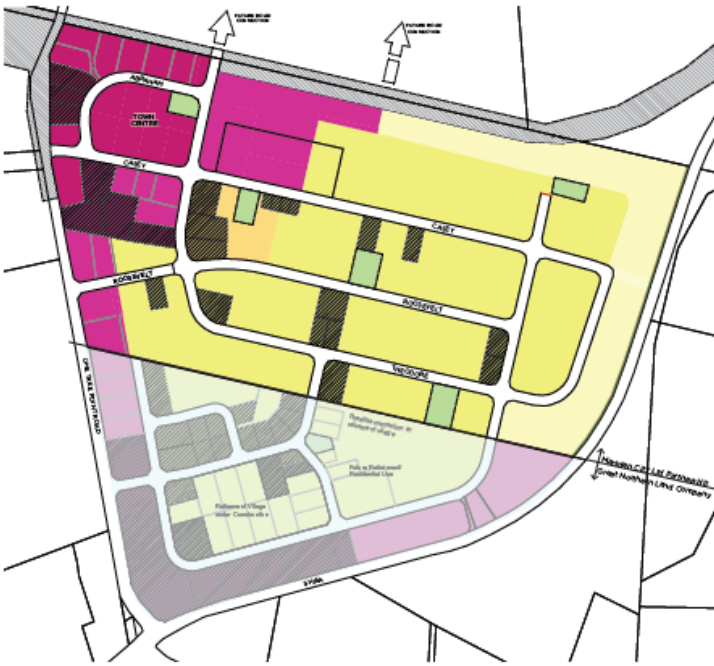
(ii) All day: No individual traffic movement should have a level of service (LOS) worse than LOS E, or have a degree of saturation higher than 95%. If the baseline scenario already operates at LOS F, then:

	• degrees of saturation should be no more than the baseline scenario; or • delay should not increase beyond the baseline scenario by more than 5%. Note: Degree(s) of saturation is defined to be the proportion of actual traffic movements using the intersection to the theoretical maximum capacity of the intersection. (iii) The overall intersection LOS should be no worse than LOS D.

MCP – REQ2	Development of Street Network – Transport Assessment
Transport Assessment	1. Any application pursuant to MCP-R5 shall include a Transport Assessment prepared by a suitably qualified and experienced professional detailing and/or assessing the following: a. An assessment detailing the extent to which the design of the road network is generally in accordance with the indicative locations shown on MCPA “Indicative Road Network”. b. An assessment detailing the extent to which the design of roads is generally in accordance with MCPA “Road Cross Sections”. c. An assessment detailing the extent to which an alternative layout achieves an integrated street network within the MCP. d. An assessment detailing how the proposed street network complies with the Whangarei District Council Engineering Standards. e. An assessment of how the proposal provides for traffic and pedestrian safety within MCP.

ATTACHMENT B Yield Study

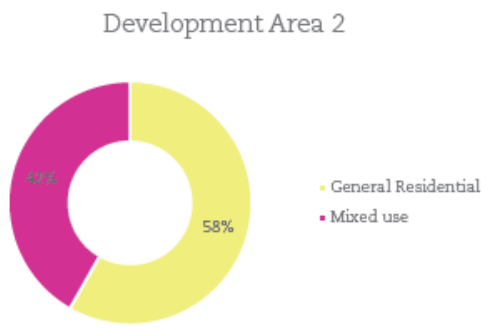




Zones	Height limits (based on PC88 s42A)
Low density	8m
General residential	8m
Medium density	11m
Town Centre	24m
Mixed use	16m

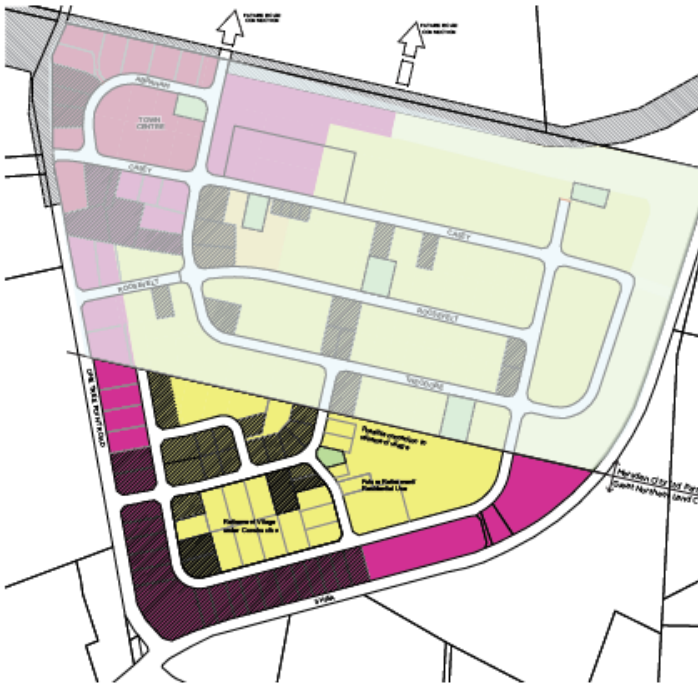
AREA 1 - MARSDEN CITY LTD PARTNERSHIP	88.49 ha
TOTAL GROSS AREA (excluding existing roads)	77.74 ha
TOTAL NET AREA (excluding exiting and proposed streets)	64 ha
EXISTING ROADS	14.68 ha
PROPOSED STREETS/LANES	10.75 ha
AREA OWNED BY OTHERS	7.82 ha
INDICATIVE OPEN SPACE	1.95 ha

	Residential				
Zone	Low density	General residential	Medium density	Total residential	Town Centre
Gross Development Area ha	11.39 ha	41.37 ha	2.70 ha	55.46	8.42 ha
Gross Development Area m^2	113900	413700	27000	554600	84200
# Dwelling Units (minimum lot size based on PC88 dev. controls per zone)	228	919	90	1237	
Net GFA m^{2*}	56950	330960	36450	424360	
Lot Depth m (minimum based on PC88 dev. controls per zone)	25	32.14	25		
Lot Width m (minimum based on PC88 dev. controls per zone)	20	14	12		
Lot Area m^{2*} (minimum based on PC88 dev. controls per zone)	500	450	300		
Coverage m^{2*} (maximum based on PC88 dev. controls per zone)	125	180	135		
Levels (max height based on PC88 s42A recommended proviosions)	2	2	3		7
Lot GFA m2* (coverage x max height)	250	360	405		
Impervious Areas (max. based on PC88 dev. controls per zone)	45560	248220	17550		75280



Zones	Height limits (based on PC88 s42A)
General residential	8m
Mixed use	16m

AREA 2 - GREAT NORTHERN LAND COMPANY	35.93 ha
TOTAL GROSS AREA (excluding existing roads)	30.73 ha
TOTAL NET AREA (excluding exiting and proposed streets)	30.54 ha
EXISTING ROADS	5.2 ha
PROPOSED STREETS/LANES	0.19 ha
AREA OWNED BY OTHERS	12.98 ha
INDICATIVE OPEN SPACE	0.2 ha



Zone	General Residential	Mixed use	Indicative open space	TOTAL
Gross Development Area ha	17.78 ha	12.75 ha	0.20 ha	30.73 ha
Gross Development Area m^2	177800	127500	2000	307300
# Dwelling Units (minimum lot size based on PC 88 dev. controls per zone)	395			
Net GFA m^2*	113792			
Lot Depth m (minimum based on PC 88 dev. controls per zone)	32	17		
Lot Width m (minimum based on PC 88 dev. controls per zone)	14	6		
Lot Area m^2* (minimum based on PC 88 dev. controls per zone)	450	100		
Coverage m^2* (minimum based on PC 88 dev. controls per zone)	144	100		
Levels (PC88 max height up to 15m, assume MC 2 levels)	2	5		
Lot GFA m2* (coverage x max height)	288	500		
Impervious Areas (max. based on PC 88 dev. controls per zone)	106680	no control		106680

KEY

- Low density residential zone
- General residential zone
- Medium density residential zone
- Town centre zone
- Mixed use zone
- KiwiRail designation
- Rural production zone
- Noise barrier area
- Indicative open space
- Site owned by third party

ASSUMPTIONS		LEVELS		
		LO	MID	HI
Zone	Town Centre (Zone A)	2	4	7
Gross Development Area ha	3.61 ha			
Gross Development Area m²	36100			
Total area of roads (proposed)	8100			
Open space area	3050			
Landscaped area assume 10% including open space	3610			
Net Development Area	24390			
Area required for parking m² (assume 1 car park per 50m²)	10366			
Carpark #	207			
Building Coverage m²*	14024			
Impervious Area (90%)	32490			
Net GFA m²* (coverage x building height)		28049	56097	98170

ASSUMPTIONS		LEVELS		
		LO	MID	HI
Zone	Town Centre (Zone B)	2	4	6
Gross Development Area ha	4.81 ha			
Gross Development Area m²	48100			
Total area of roads (proposed)	/			
Open space area	/			
Landscaped area assume 10% including open space	4810			
Net Development Area	43290			
Area required for parking m² (assume 1 car park per 50m²)	18398			
Carpark #	368			
Building Coverage m²*	24992			
Impervious Area (90%)	43290			
Net GFA m²* (coverage x building height)		36797	73593	110390

ASSUMI
Town Centr

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Gross Deve

Impervious

Landscape

Carpark re
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Area requir
m² for man

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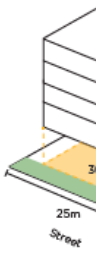


Diagram NTS

Example

Gross Deve

Impervious

Landscape

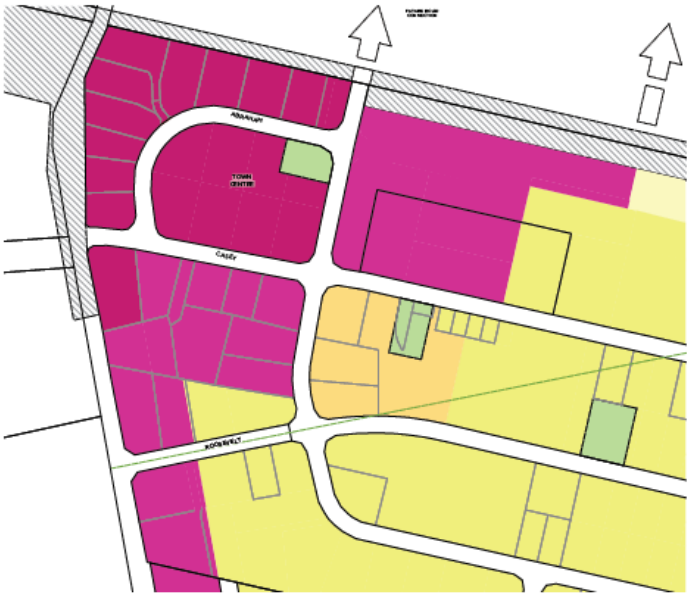
Building fo

Levels: 4

GFA: 1200m

1 car park p
surface par

Area requir



KEY

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ASSUMPTIONS		LEVELS LO	MID	HI
Zone	Mixed use	2	3	5
Gross Development Area ha	11.91 ha			
Gross Development Area m²	119100			
Total area of roads (proposed)	16634			
Open space area				
Landscaped area assume 10% including open space	11910			
Net Development Area	90556			
Area required for parking m² (assume 1 car park per 50m²)	38486			
Carpark #	1811			
Building Coverage m²*	52070			
Impervious Area (90%)	90556			
Net GFA m²* (coverage x building height)		104139	156209	260349

Note: 50% of Net GFA is residential

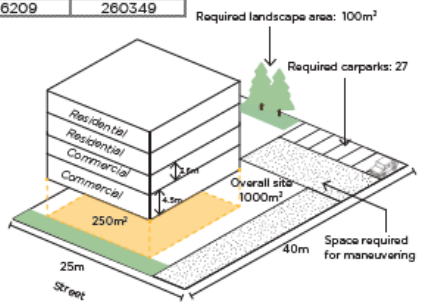


Diagram NTS

ASSUMPT
Mixed Use Zo

Mixed Use As

Impervious A

Landscaped

50% of MU z

Residential g

Larger sites r

Max. height a

Ground floor

Residential m

Carpark requ
(assumption

Area required
m² for maneu

For residenti
- 1 carpark p
- 2 carparks

Recommend

Recommend

Example

Gross Develo

Impervious A

Landscaped

Building foot

Levels: 4

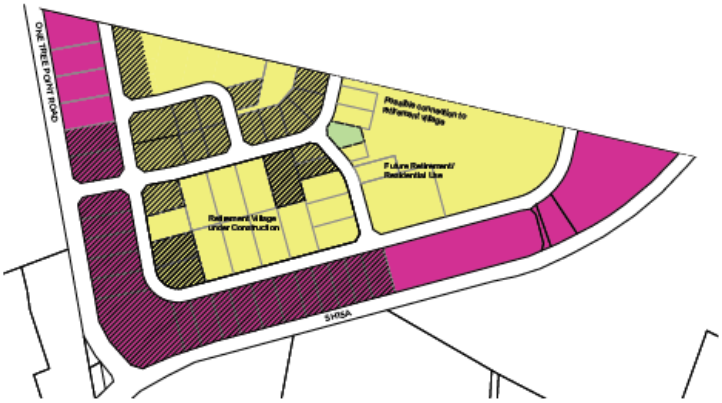
GFA: 1000m²

Carpark requ
per 50m² GF
parking) = 5

Carpark requ
70m² GFA (a
22 carparks

Area required

For every 100
assume 600m



KEY

- Low density residential zone
- General residential zone
- Medium density residential zone
- Town centre zone
- Mixed use zone
- KiwiRail designation
- Rural production zone
- Noise barrier area
- Indicative open space
- Site owned by third party

ASSUMPTIONS		LEVELS LO	MID	HI
Zone	Mixed use	2	3	5
Gross Development Area ha	12.75 ha			
Gross Development Area m²	127500			
Total area of roads (proposed)	/			
Open space area	/			
Landscaped area assume 10% including open space	12750			
Net Development Area	114750			
Area required for parking m² (assume 1 car park per 50m²)	48769			
Carpark #	2295			
Building Coverage m²*	65981			
Impervious Area (90%)	114750			
Net GFA m²* (coverage x building height)		131963	197944	329906

Note: 50% of Net GFA is residential

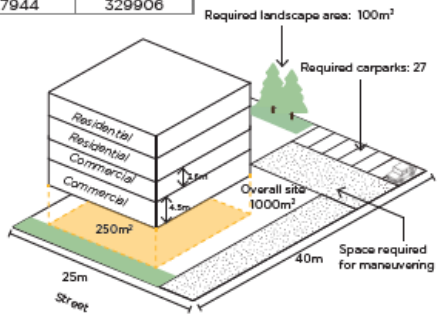


Diagram NTS

ATTACHMENT C Updated SIDRA results

Figure C3: SH15/One Tree Point Road/McCathie Road – Roundabout control – AM peak hour (Threshold 3, 50 % of total development) – One Tree Point Road growth update

Site: 101 [SH15/Mccathie Rd/One Tree Point Rd -Roundbt_AM_50%_w growth-2 lanes ALL-Mid_App C_2 exit_OTP update]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mccathie Rd												
1	L2	23	5.0	0.197	8.5	LOS A	1.0	7.2	0.77	0.85	0.77	44.9
2	T1	213	5.0	0.217	7.6	LOS A	1.2	8.6	0.77	0.84	0.77	46.3
3	R2	1	5.0	0.217	11.8	LOS B	1.2	8.6	0.78	0.83	0.78	46.6
Approach		237	5.0	0.217	7.7	LOS A	1.2	8.6	0.77	0.84	0.77	46.1
East: SH15 E												
4	L2	1	5.0	0.254	8.2	LOS A	1.2	9.2	0.79	0.86	0.79	44.9
5	T1	111	13.7	0.280	8.1	LOS A	1.5	10.8	0.79	0.86	0.79	45.9
6	R2	146	5.0	0.280	11.2	LOS B	1.5	10.8	0.81	0.92	0.81	44.7
Approach		258	8.7	0.280	9.9	LOS A	1.5	10.8	0.80	0.89	0.80	45.2
North: One Tree Point Rd												
7	L2	262	5.0	0.759	8.1	LOS A	9.5	69.4	0.83	0.86	1.01	44.7
8	T1	448	5.0	0.759	7.8	LOS A	9.5	69.4	0.83	0.86	1.01	45.8
9	R2	884	5.0	0.759	12.8	LOS B	9.5	69.4	0.84	0.91	1.04	44.0
Approach		1595	5.0	0.759	10.6	LOS B	9.5	69.4	0.84	0.89	1.03	44.6
West: SH15 W												
10	L2	417	5.0	0.388	4.7	LOS A	2.1	15.4	0.53	0.63	0.53	46.5
11	T1	287	26.0	0.365	5.1	LOS A	1.9	15.7	0.54	0.58	0.54	47.0
12	R2	25	5.0	0.365	9.1	LOS A	1.9	15.7	0.54	0.58	0.54	47.2
Approach		729	13.3	0.388	5.0	LOS A	2.1	15.7	0.53	0.61	0.53	46.7
All Vehicles		2819	7.5	0.759	8.8	LOS A	9.5	69.4	0.75	0.81	0.86	45.3

Figure C4: SH15/One Tree Point Road/McCathie Road – Roundabout control – AM peak hour (Threshold 3, 50 % of total development) – One Tree Point Road growth update

Site: 101 [One Tree Point Rd/Roosevelt Rd_30% dev_AM - growth_App C - OTP update_SENS test]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	340	5.0	0.181	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
3	R2	98	5.0	0.106	10.7	LOS B	0.4	3.1	0.58	0.80	0.58	68.8
Approach		438	5.0	0.181	2.4	NA	0.4	3.1	0.13	0.18	0.13	90.7
East: Roosevelt Rd												
4	L2	204	5.0	0.238	7.8	LOS A	1.0	7.0	0.58	0.80	0.60	45.3
6	R2	112	5.0	0.498	30.4	LOS D	2.1	15.3	0.90	1.11	1.27	35.6
Approach		316	5.0	0.498	15.8	LOS C	2.1	15.3	0.69	0.91	0.84	41.3
North: One Tree Point Rd N												
7	L2	71	5.0	0.048	8.7	LOS A	0.2	1.4	0.19	0.60	0.19	71.4
8	T1	648	5.0	0.343	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		719	5.0	0.343	0.9	LOS A	0.2	1.4	0.02	0.06	0.02	96.0
All Vehicles		1473	5.0	0.498	4.5	NA	2.1	15.3	0.20	0.28	0.23	73.7

Figure C5: One Tree Point Road/Pokapu Road – Existing layout – AM peak hour (Threshold 2, 30 % of total development) – One Tree Point Road growth update

Site: 101 [One Tree Point Rd/Pokapu Rd_30% dev_AM_growth_App C - OTP update]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	318	5.0	0.168	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
3	R2	94	5.0	0.121	11.8	LOS B	0.5	3.4	0.62	0.86	0.62	63.6
Approach		412	5.0	0.168	2.7	NA	0.5	3.4	0.14	0.20	0.14	88.4
East: Pokapu Rd												
4	L2	201	5.0	0.126	4.5	LOS A	0.0	0.0	0.00	0.49	0.00	46.7
6	R2	108	5.0	0.599	39.8	LOS E	2.6	18.6	0.93	1.15	1.44	32.6
Approach		309	5.0	0.599	16.9	LOS C	2.6	18.6	0.33	0.72	0.51	40.0
North: One Tree Point Rd N												
7	L2	65	5.0	0.044	8.7	LOS A	0.2	1.3	0.19	0.60	0.19	71.5
8	T1	777	5.0	0.411	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		842	5.0	0.411	0.7	LOS A	0.2	1.3	0.01	0.05	0.01	96.2
All Vehicles		1563	5.0	0.599	4.4	NA	2.6	18.6	0.11	0.22	0.15	73.2

Figure C6: One Tree Point Road/Pokapu Road – Existing layout – PM peak hour (Threshold 2, 30 % of total development) – One Tree Point Road growth update

Site: 101 [One Tree Point Rd/Pokapu Rd_30% dev_PM_growth_App C - OTP update]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	667	5.0	0.353	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
3	R2	168	5.0	0.149	9.9	LOS A	0.7	4.8	0.52	0.74	0.52	66.0
Approach		836	5.0	0.353	2.0	NA	0.7	4.8	0.10	0.15	0.10	90.4
East: Pokapu Rd												
4	L2	135	5.0	0.084	4.5	LOS A	0.0	0.0	0.00	0.49	0.00	46.7
6	R2	106	5.0	0.682	50.3	LOS F	3.0	21.9	0.96	1.19	1.61	29.8
Approach		241	5.0	0.682	24.7	LOS C	3.0	21.9	0.42	0.80	0.71	36.7
North: One Tree Point Rd N												
7	L2	117	5.0	0.084	9.0	LOS A	0.3	2.5	0.27	0.61	0.27	70.9
8	T1	478	5.0	0.253	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		595	5.0	0.253	1.8	LOS A	0.3	2.5	0.05	0.12	0.05	91.4
All Vehicles		1672	5.0	0.682	5.2	NA	3.0	21.9	0.13	0.23	0.17	74.1

Figure C7: One Tree Point Road/Pokapu Road – Roundabout control – AM peak hour (Threshold 3, 50 % of total development) – One Tree Point Road growth update

Site: 101v [One Tree Point Rd/Pokapu Rd_50% dev_AM_rnbt - additional lane_App C - OTP update]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	427	5.0	0.316	8.8	LOS A	2.7	19.5	0.47	0.57	0.47	66.6
3	R2	148	5.0	0.156	12.3	LOS B	1.1	7.7	0.45	0.66	0.45	63.8
Approach		576	5.0	0.316	9.7	LOS A	2.7	19.5	0.46	0.60	0.46	65.9
East: Pokapu Rd												
4	L2	240	5.0	0.891	47.6	LOS D	15.8	115.5	1.00	1.60	2.34	27.8
6	R2	138	5.0	0.891	51.1	LOS E	15.8	115.5	1.00	1.60	2.34	30.1
Approach		378	5.0	0.891	48.9	LOS D	15.8	115.5	1.00	1.60	2.34	28.7
North: One Tree Point Rd N												
7	L2	123	5.0	0.869	12.4	LOS B	17.3	126.2	0.98	0.71	1.09	66.0
8	T1	855	5.0	0.869	13.3	LOS B	17.3	126.2	0.98	0.71	1.09	63.4
Approach		978	5.0	0.869	13.2	LOS B	17.3	126.2	0.98	0.71	1.09	63.8
All Vehicles		1932	5.0	0.891	19.1	LOS B	17.3	126.2	0.83	0.85	1.15	51.5

Figure C8: One Tree Point Road/Pokapu Road – Roundabout control – PM peak hour (Threshold 3, 50 % of total development) – One Tree Point Road growth update

Site: 101v [One Tree Point Rd/Pokapu Rd_50% dev_PM_rnbt - additional lane_App C - OTP update]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	858	5.0	0.692	10.5	LOS B	8.8	64.0	0.84	0.69	0.86	63.9
3	R2	263	5.0	0.322	13.5	LOS B	2.4	17.2	0.63	0.73	0.63	62.9
Approach		1121	5.0	0.692	11.2	LOS B	8.8	64.0	0.79	0.70	0.80	63.7
East: Pokapu Rd												
4	L2	245	5.0	0.869	33.0	LOS C	15.7	114.3	1.00	1.50	2.09	31.9
6	R2	227	5.0	0.869	36.5	LOS D	15.7	114.3	1.00	1.50	2.09	34.1
Approach		473	5.0	0.869	34.7	LOS C	15.7	114.3	1.00	1.50	2.09	33.0
North: One Tree Point Rd N												
7	L2	217	5.0	0.968	32.0	LOS C	34.0	248.2	1.00	1.19	2.06	48.9
8	T1	699	5.0	0.968	32.8	LOS C	34.0	248.2	1.00	1.19	2.06	45.4
Approach		916	5.0	0.968	32.6	LOS C	34.0	248.2	1.00	1.19	2.06	46.3
All Vehicles		2509	5.0	0.968	23.4	LOS C	34.0	248.2	0.91	1.03	1.50	48.1

Figure C9: One Tree Point Road/Roosevelt Road – Existing layout – AM peak hour (Threshold 2, 30 % of total development) – One Tree Point Road growth update

Site: 101 [One Tree Point Rd/Roosevelt Rd_30% dev_AM - growth_App C - OTP update]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	333	5.0	0.177	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
3	R2	94	5.0	0.101	10.6	LOS B	0.4	3.0	0.57	0.80	0.57	68.8
Approach		426	5.0	0.177	2.3	NA	0.4	3.0	0.13	0.18	0.13	90.9
East: Roosevelt Rd												
4	L2	201	5.0	0.233	7.7	LOS A	0.9	6.7	0.58	0.79	0.59	45.4
6	R2	108	5.0	0.468	28.9	LOS D	1.9	14.2	0.89	1.10	1.23	36.1
Approach		309	5.0	0.468	15.1	LOS C	1.9	14.2	0.69	0.90	0.81	41.6
North: One Tree Point Rd N												
7	L2	65	5.0	0.044	8.7	LOS A	0.2	1.3	0.19	0.60	0.19	71.5
8	T1	642	5.0	0.340	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		707	5.0	0.340	0.8	LOS A	0.2	1.3	0.02	0.06	0.02	96.2
All Vehicles		1443	5.0	0.468	4.3	NA	1.9	14.2	0.19	0.27	0.22	74.0

Figure C10: One Tree Point Road/ Roosevelt Road – Existing layout – PM peak hour (Threshold 2, 30 % of total development) – One Tree Point Road growth update

Site: 101 [One Tree Point Rd/Roosevelt Rd_30% dev_PM - growth_App C - OTP update]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Averag Speed km/
South: One Tree Point Rd S												
2	T1	606	5.0	0.323	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.
3	R2	168	5.0	0.146	9.6	LOS A	0.6	4.7	0.51	0.74	0.51	70.
Approach		775	5.0	0.323	2.1	NA	0.6	4.7	0.11	0.16	0.11	91.
East: Roosevelt Rd												
4	L2	135	5.0	0.127	6.4	LOS A	0.5	3.6	0.47	0.65	0.47	45.
6	R2	106	5.0	0.589	39.5	LOS E	2.5	18.2	0.93	1.14	1.42	32.
Approach		241	5.0	0.589	21.0	LOS C	2.5	18.2	0.68	0.87	0.89	39.
North: One Tree Point Rd N												
7	L2	117	5.0	0.084	9.0	LOS A	0.3	2.5	0.27	0.61	0.27	70.
8	T1	460	5.0	0.244	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.
Approach		577	5.0	0.244	1.8	LOS A	0.3	2.5	0.05	0.12	0.05	92.
All Vehicles		1593	5.0	0.589	4.9	NA	2.5	18.2	0.18	0.25	0.21	76.

Figure C11: One Tree Point Road/ Roosevelt Road – Roundabout control – AM peak hour (Threshold 3, 50 % of total development) – One Tree Point Road growth update

Site: 101v [One Tree Point Rd/Roosevelt Rd_50% dev_AM_rnbt - additional lane_App C - OTP update]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	417	5.0	0.308	8.7	LOS A	2.6	18.9	0.46	0.57	0.46	66.7
3	R2	148	5.0	0.155	12.2	LOS B	1.0	7.6	0.45	0.66	0.45	63.8
Approach		565	5.0	0.308	9.7	LOS A	2.6	18.9	0.46	0.60	0.46	65.9
East: Roosevelt Rd												
4	L2	240	5.0	0.687	19.2	LOS B	8.0	58.7	1.00	1.22	1.47	37.3
6	R2	138	5.0	0.687	22.7	LOS C	8.0	58.7	1.00	1.22	1.47	39.3
Approach		378	5.0	0.687	20.5	LOS C	8.0	58.7	1.00	1.22	1.47	38.1
North: One Tree Point Rd N												
7	L2	123	5.0	0.773	9.8	LOS A	10.3	74.9	0.78	0.66	0.81	67.7
8	T1	738	5.0	0.773	10.7	LOS B	10.3	74.9	0.78	0.66	0.81	65.3
Approach		861	5.0	0.773	10.6	LOS B	10.3	74.9	0.78	0.66	0.81	65.7
All Vehicles		1804	5.0	0.773	12.4	LOS B	10.3	74.9	0.72	0.76	0.84	56.8

Figure C12: One Tree Point Road/ Roosevelt Road – Roundabout control – PM peak hour (Threshold 3, 50 % of total development)

Site: 101v [One Tree Point Rd/Roosevelt Rd_50% dev_PM_rnbt - additional lane_App C - OTP update]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	822	5.0	0.664	10.1	LOS B	7.8	56.9	0.81	0.68	0.81	64.1
3	R2	263	5.0	0.317	13.4	LOS B	2.3	17.0	0.62	0.73	0.62	62.9
Approach		1085	5.0	0.664	10.9	LOS B	7.8	56.9	0.76	0.69	0.77	63.8
East: Roosevelt Rd												
4	L2	245	5.0	0.833	27.0	LOS C	13.6	99.0	1.00	1.40	1.86	34.0
6	R2	227	5.0	0.833	30.5	LOS C	13.6	99.0	1.00	1.40	1.86	36.2
Approach		473	5.0	0.833	28.7	LOS C	13.6	99.0	1.00	1.40	1.86	35.1
North: One Tree Point Rd N												
7	L2	217	5.0	0.940	25.4	LOS C	27.3	199.4	1.00	1.09	1.77	53.5
8	T1	671	5.0	0.940	26.3	LOS C	27.3	199.4	1.00	1.09	1.77	50.1
Approach		887	5.0	0.940	26.1	LOS C	27.3	199.4	1.00	1.09	1.77	51.0
All Vehicles		2445	5.0	0.940	19.9	LOS B	27.3	199.4	0.90	0.97	1.34	50.7

Figure C13: One Tree Point Road/Casey Road – Existing layout – AM peak hour (Threshold 2, 30 % of total development) – One Tree Point Road growth update

Site: 101 [One Tree Point Rd/Casey Rd_30% dev _w growth_AM_App C - OTP update]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	441	5.0	0.235	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
3	R2	94	5.0	0.083	9.7	LOS A	0.3	2.6	0.51	0.73	0.51	69.9
Approach		535	5.0	0.235	1.7	NA	0.3	2.6	0.09	0.13	0.09	92.9
East: Roosevelt Rd												
4	L2	201	5.0	0.194	6.7	LOS A	0.8	5.7	0.51	0.70	0.51	45.8
6	R2	108	5.0	0.385	23.3	LOS C	1.6	11.5	0.84	1.08	1.09	38.2
Approach		309	5.0	0.385	12.5	LOS B	1.6	11.5	0.63	0.83	0.71	42.8
North: One Tree Point Rd N												
7	L2	65	5.0	0.044	8.7	LOS A	0.2	1.3	0.19	0.60	0.19	71.5
8	T1	506	5.0	0.268	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		572	5.0	0.268	1.0	LOS A	0.2	1.3	0.02	0.07	0.02	95.5
All Vehicles		1416	5.0	0.385	3.8	NA	1.6	11.5	0.18	0.26	0.20	74.6

Figure C14: One Tree Point Road/ Casey Road – Existing layout – PM peak hour (Threshold 2, 30 % of total development) – One Tree Point Road growth update

Site: 101 [One Tree Point Rd/Casey Rd_30% dev _w growth_PM_App C - OTP update]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	713	5.0	0.380	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
3	R2	168	5.0	0.140	9.5	LOS A	0.6	4.5	0.49	0.73	0.49	70.0
Approach		881	5.0	0.380	1.9	NA	0.6	4.5	0.09	0.14	0.09	92.2
East: Roosevelt Rd												
4	L2	135	5.0	0.122	6.2	LOS A	0.5	3.5	0.46	0.64	0.46	45.9
6	R2	106	5.0	0.606	41.2	LOS E	2.5	18.4	0.94	1.15	1.45	32.2
Approach		241	5.0	0.606	21.7	LOS C	2.5	18.4	0.67	0.86	0.90	38.7
North: One Tree Point Rd N												
7	L2	117	5.0	0.083	9.0	LOS A	0.3	2.5	0.27	0.61	0.27	70.9
8	T1	442	5.0	0.234	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach		559	5.0	0.234	1.9	LOS A	0.3	2.5	0.06	0.13	0.06	92.0
All Vehicles		1681	5.0	0.606	4.7	NA	2.5	18.4	0.16	0.24	0.20	76.8

Figure C15: One Tree Point Road/ Casey Road – Roundabout control – AM peak hour (Threshold 3, 50 % of total development) – One Tree Point Road growth update

Site: 101v [One Tree Point Rd/Casey Rd_50% dev_AM - additional lane_App C - OTP update]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	556	5.0	0.406	8.8	LOS A	3.7	27.2	0.50	0.58	0.50	70.0
3	R2	148	5.0	0.170	12.5	LOS B	1.1	8.2	0.46	0.67	0.46	67.5
Approach		704	5.0	0.406	9.6	LOS A	3.7	27.2	0.49	0.60	0.49	69.5
East: Casey Road												
4	L2	240	5.0	0.573	12.6	LOS B	5.6	40.9	0.94	1.04	1.16	41.7
6	R2	138	5.0	0.573	16.1	LOS B	5.6	40.9	0.94	1.04	1.16	42.3
Approach		378	5.0	0.573	13.9	LOS B	5.6	40.9	0.94	1.04	1.16	42.0
North: One Tree Point Rd N												
7	L2	123	5.0	0.676	8.8	LOS A	6.9	50.1	0.65	0.64	0.65	68.5
8	T1	621	5.0	0.676	9.7	LOS A	6.9	50.1	0.65	0.64	0.65	69.3
Approach		744	5.0	0.676	9.6	LOS A	6.9	50.1	0.65	0.64	0.65	69.2
All Vehicles		1826	5.0	0.676	10.5	LOS B	6.9	50.1	0.65	0.71	0.70	61.1

Figure C16: One Tree Point Road/ Casey Road – Roundabout control – PM peak hour (Threshold 3, 50 % of total development) – One Tree Point Road growth update

Site: 101v [One Tree Point Rd/Casey Rd_50% dev_PM - additional lane_App C - OTP update]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	1049	5.0	0.840	13.8	LOS B	17.1	124.5	1.00	0.77	1.17	66.0
3	R2	263	5.0	0.348	13.9	LOS B	2.6	18.7	0.65	0.75	0.65	66.3
Approach		1313	5.0	0.840	13.8	LOS B	17.1	124.5	0.93	0.77	1.07	66.1
East: Casey Road												
4	L2	245	5.0	0.826	23.5	LOS C	11.8	86.1	1.00	1.36	1.80	37.0
6	R2	227	5.0	0.826	27.0	LOS C	11.8	86.1	1.00	1.36	1.80	37.5
Approach		473	5.0	0.826	25.1	LOS C	11.8	86.1	1.00	1.36	1.80	37.2
North: One Tree Point Rd N												
7	L2	217	5.0	0.308	10.1	LOS B	1.8	13.2	0.58	0.74	0.58	69.5
8	T1	641	5.0	0.599	10.4	LOS B	5.4	39.6	0.71	0.72	0.72	68.6
Approach		858	5.0	0.599	10.3	LOS B	5.4	39.6	0.67	0.72	0.69	68.9
All Vehicles		2643	5.0	0.840	14.7	LOS B	17.1	124.5	0.86	0.86	1.07	58.7

ATTACHMENT D Sensitivity tests

SH15/One Tree Point Road/McCathie Road

Figure C1: SH15/One Tree Point Road/McCathie Road – Existing Layout – AM peak hour (Threshold 1, 5 % total development) – Internalisation sensitivity test

Site: 101 [SH15/One Tree Point Rd/McCathie Rd_Existing_AM - 5% dev - no growth_final_App C - Internal SENS test]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: McCathie Rd												
1	L2	23	5.0	0.022	8.1	LOS A	0.1	0.6	0.20	0.89	0.20	44.9
2	T1	43	5.0	0.115	15.2	LOS C	0.4	3.0	0.62	1.00	0.62	41.7
3	R2	1	5.0	0.115	13.6	LOS B	0.4	3.0	0.62	1.00	0.62	41.6
Approach		67	5.0	0.115	12.7	LOS B	0.4	3.0	0.48	0.96	0.48	42.8
East: SH15 E												
4	L2	1	5.0	0.054	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	49.4
5	T1	96	12.0	0.054	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	50.0
6	R2	31	5.0	0.031	6.3	LOS A	0.1	0.9	0.44	0.60	0.44	45.5
Approach		127	10.3	0.054	1.6	NA	0.1	0.9	0.11	0.15	0.11	48.8
North: One Tree Point Road												
7	L2	40	5.0	0.045	9.1	LOS A	0.2	1.1	0.37	0.89	0.37	44.5
8	T1	84	5.0	0.961	53.9	LOS F	17.8	129.9	0.97	2.20	4.26	28.8
9	R2	275	5.0	0.961	55.9	LOS F	17.8	129.9	0.97	2.20	4.26	28.8
Approach		399	5.0	0.961	50.8	LOS F	17.8	129.9	0.91	2.06	3.87	29.8
West: SH15 W												
10	L2	136	5.0	0.076	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
11	T1	249	26.0	0.150	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
12	R2	25	5.0	0.016	4.9	LOS A	0.1	0.5	0.20	0.50	0.20	45.9
Approach		411	17.8	0.150	1.8	NA	0.1	0.5	0.01	0.21	0.01	48.5
All Vehicles		1004	10.9	0.961	22.0	NA	17.8	129.9	0.41	0.99	1.59	38.6

Figure C2: SH15/One Tree Point Road/McCathie Road – Existing Layout – PM peak hour (Threshold 1, 5 % of total development) – Internalisation sensitivity test

Site: 101 [SH15/One Tree Point Rd/McCathie Rd_Existing_PM - 5% dev_ no growth_final_App C - Internal SENS test]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: McCathie Rd												
1	L2	23	5.0	0.026	9.0	LOS A	0.1	0.7	0.36	0.87	0.36	44.6
2	T1	85	5.0	0.269	19.1	LOS C	1.1	7.9	0.73	1.04	0.83	40.0
3	R2	1	5.0	0.269	15.2	LOS C	1.1	7.9	0.73	1.04	0.83	39.9
Approach		109	5.0	0.269	17.0	LOS C	1.1	7.9	0.65	1.00	0.73	40.9
East: SH15 E												
4	L2	2	5.0	0.146	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.4
5	T1	254	16.6	0.146	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
6	R2	42	0.0	0.039	5.9	LOS A	0.2	1.1	0.40	0.58	0.40	45.7
Approach		298	14.2	0.146	0.9	NA	0.2	1.1	0.06	0.09	0.06	49.3
North: One Tree Point Road												
7	L2	147	5.0	0.139	8.2	LOS A	0.5	3.9	0.23	0.90	0.23	44.9
8	T1	72	5.0	0.426	19.0	LOS C	2.1	15.4	0.73	1.10	1.02	39.7
9	R2	77	5.0	0.426	20.6	LOS C	2.1	15.4	0.73	1.10	1.02	39.8
Approach		296	5.0	0.426	14.0	LOS B	2.1	15.4	0.48	1.00	0.63	42.1
West: SH15 W												
10	L2	244	5.0	0.136	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.5
11	T1	92	33.3	0.058	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
12	R2	36	5.0	0.025	5.5	LOS A	0.1	0.8	0.36	0.54	0.36	45.5
Approach		372	12.0	0.136	3.6	NA	0.1	0.8	0.03	0.40	0.03	47.2
All Vehicles		1075	10.0	0.426	7.1	NA	2.1	15.4	0.23	0.54	0.27	45.5

Figure C3: SH15/One Tree Point Road/McCathie Road – Existing Layout – AM peak hour (Threshold 3, 50 % total development) – Internalisation sensitivity test

Site: 101 [SH15/Mccathie Rd/One Tree Point Rd-Roundbt_AM_50%_w growth-Mid_App C_2 exit lane_OTP update_SENS]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mccathie Rd												
1	L2	23	5.0	0.221	8.9	LOS A	1.1	8.3	0.78	0.86	0.78	44.7
2	T1	232	5.0	0.243	7.9	LOS A	1.4	9.9	0.79	0.86	0.79	46.2
3	R2	1	5.0	0.243	12.1	LOS B	1.4	9.9	0.80	0.86	0.80	46.5
Approach		256	5.0	0.243	8.0	LOS A	1.4	9.9	0.79	0.86	0.79	46.0
East: SH15 E												
4	L2	1	5.0	0.277	8.5	LOS A	1.3	10.3	0.81	0.87	0.81	44.8
5	T1	111	13.7	0.305	8.5	LOS A	1.6	12.0	0.81	0.87	0.81	45.7
6	R2	156	5.0	0.305	11.7	LOS B	1.6	12.0	0.83	0.93	0.83	44.4
Approach		267	8.6	0.305	10.3	LOS B	1.6	12.0	0.82	0.91	0.82	45.0
North: One Tree Point Rd												
7	L2	281	5.0	0.788	8.7	LOS A	10.7	78.3	0.87	0.90	1.09	44.5
8	T1	478	5.0	0.788	8.4	LOS A	10.7	78.3	0.87	0.90	1.09	45.6
9	R2	894	5.0	0.788	13.5	LOS B	10.7	78.3	0.88	0.95	1.12	43.7
Approach		1653	5.0	0.788	11.2	LOS B	10.7	78.3	0.87	0.92	1.10	44.3
West: SH15 W												
10	L2	432	5.0	0.410	4.9	LOS A	2.3	16.5	0.55	0.65	0.55	46.4
11	T1	287	26.0	0.377	5.3	LOS A	1.9	16.2	0.57	0.60	0.57	46.9
12	R2	25	5.0	0.377	9.3	LOS A	1.9	16.2	0.57	0.60	0.57	47.2
Approach		744	13.1	0.410	5.2	LOS A	2.3	16.5	0.56	0.63	0.56	46.6
All Vehicles		2920	7.4	0.788	9.3	LOS A	10.7	78.3	0.78	0.84	0.91	45.1

Figure C4: SH15/One Tree Point Road/McCathie Road – Existing Layout – PM peak hour (Threshold 3, 50 % of total development) – Internalisation sensitivity test

Site: 101 [SH15/Mccathie Rd/One Tree Point Rd-Roundbt_PM_50%_w growth-Mid_App C_2 exit lane_OTP update_SENS]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mccathie Rd												
1	L2	23	5.0	0.347	9.0	LOS A	1.8	13.2	0.77	0.86	0.82	44.7
2	T1	441	5.0	0.382	8.2	LOS A	2.2	16.1	0.78	0.87	0.83	46.0
3	R2	1	5.0	0.382	12.4	LOS B	2.2	16.1	0.78	0.88	0.85	46.4
Approach		465	5.0	0.382	8.2	LOS A	2.2	16.1	0.78	0.87	0.83	46.0
East: SH15 E												
4	L2	2	5.0	0.398	7.7	LOS A	1.9	15.6	0.72	0.85	0.82	45.1
5	T1	292	18.3	0.438	7.8	LOS A	2.4	17.7	0.72	0.86	0.82	45.8
6	R2	271	5.0	0.438	11.1	LOS B	2.4	17.7	0.73	0.92	0.83	45.0
Approach		564	11.9	0.438	9.4	LOS A	2.4	17.7	0.73	0.89	0.82	45.4
North: One Tree Point Rd												
7	L2	442	5.0	0.685	4.3	LOS A	6.8	49.6	0.60	0.50	0.60	46.1
8	T1	452	5.0	0.685	4.0	LOS A	6.8	49.6	0.60	0.50	0.60	47.3
9	R2	536	5.0	0.492	8.4	LOS A	3.5	25.6	0.48	0.64	0.48	45.6
Approach		1429	5.0	0.685	5.8	LOS A	6.8	49.6	0.55	0.55	0.55	46.3
West: SH15 W												
10	L2	875	5.0	0.998	39.6	LOS D	31.6	230.5	1.00	2.19	3.66	32.4
11	T1	105	33.3	0.327	9.7	LOS A	1.4	12.3	0.69	0.83	0.72	44.6
12	R2	36	5.0	0.327	12.6	LOS B	1.4	12.3	0.69	0.83	0.72	44.8
Approach		1016	7.9	0.998	35.6	LOS D	31.6	230.5	0.96	2.01	3.25	33.7
All Vehicles		3475	7.0	0.998	15.4	LOS B	31.6	230.5	0.73	1.07	1.42	41.6

One Tree Point Road/Pokapu Road

Figure C5: One Tree Point Road/Roosevelt Road – Existing layout – AM peak hour (Threshold 2, 30 % of total development) – Internalisation sensitivity test

MOVEMENT SUMMARY

Site: 101 [One Tree Point Rd/Pokapu Rd_30% dev_AM_growth_App C - OTP update_SENS Test]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	325	5.0	0.172	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
3	R2	98	5.0	0.127	11.9	LOS B	0.5	3.6	0.62	0.87	0.62	63.5
Approach		423	5.0	0.172	2.8	NA	0.5	3.6	0.14	0.20	0.14	88.2
East: Pokapu Rd												
4	L2	204	5.0	0.128	4.5	LOS A	0.0	0.0	0.00	0.49	0.00	46.7
6	R2	112	5.0	0.637	42.7	LOS E	2.8	20.3	0.94	1.17	1.52	31.8
Approach		316	5.0	0.637	18.0	LOS C	2.8	20.3	0.33	0.73	0.54	39.5
North: One Tree Point Rd N												
7	L2	71	5.0	0.048	8.7	LOS A	0.2	1.4	0.19	0.60	0.19	71.4
8	T1	782	5.0	0.414	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
Approach		853	5.0	0.414	0.8	LOS A	0.2	1.4	0.02	0.05	0.02	96.0
All Vehicles		1592	5.0	0.637	4.7	NA	2.8	20.3	0.11	0.23	0.15	72.6

Figure C6: One Tree Point Road/Pokapu Road – Existing layout – PM peak hour (Threshold 2, 30 % of total development) – Internalisation sensitivity test

Site: 101 [One Tree Point Rd/Pokapu Rd_30% dev_PM_growth_App C - OTP update_SENS Test]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	711	5.0	0.376	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
3	R2	189	5.0	0.174	10.1	LOS B	0.8	5.6	0.54	0.77	0.54	65.9
Approach		900	5.0	0.376	2.2	NA	0.8	5.6	0.11	0.16	0.11	90.0
East: Pokapu Rd												
4	L2	151	5.0	0.094	4.5	LOS A	0.0	0.0	0.00	0.49	0.00	46.7
6	R2	119	5.0	0.910	96.5	LOS F	5.7	41.6	0.99	1.48	2.70	21.7
Approach		269	5.0	0.910	45.1	LOS E	5.7	41.6	0.44	0.93	1.19	30.0
North: One Tree Point Rd N												
7	L2	132	5.0	0.096	9.1	LOS A	0.4	2.9	0.29	0.62	0.29	70.8
8	T1	509	5.0	0.270	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		641	5.0	0.270	1.9	LOS A	0.4	2.9	0.06	0.13	0.06	91.0
All Vehicles		1811	5.0	0.910	8.5	NA	5.7	41.6	0.14	0.26	0.26	68.6

One Tree Point Road/Roosevelt Road

Figure C6: One Tree Point Road/Pokapu Road – Existing layout – AM peak hour (Threshold 2, 30 % of total development) – Internalisation sensitivity test

Site: 101 [One Tree Point Rd/Pokapu Rd_30% dev_AM_growth_App C - OTP update_SENS Test]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Averag Speed km/
South: One Tree Point Rd S												
2	T1	325	5.0	0.172	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.
3	R2	98	5.0	0.127	11.9	LOS B	0.5	3.6	0.62	0.87	0.62	63.
Approach		423	5.0	0.172	2.8	NA	0.5	3.6	0.14	0.20	0.14	88.
East: Pokapu Rd												
4	L2	204	5.0	0.128	4.5	LOS A	0.0	0.0	0.00	0.49	0.00	46.
6	R2	112	5.0	0.637	42.7	LOS E	2.8	20.3	0.94	1.17	1.52	31.
Approach		316	5.0	0.637	18.0	LOS C	2.8	20.3	0.33	0.73	0.54	39.
North: One Tree Point Rd N												
7	L2	71	5.0	0.048	8.7	LOS A	0.2	1.4	0.19	0.60	0.19	71.
8	T1	782	5.0	0.414	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	99.
Approach		853	5.0	0.414	0.8	LOS A	0.2	1.4	0.02	0.05	0.02	96.
All Vehicles		1592	5.0	0.637	4.7	NA	2.8	20.3	0.11	0.23	0.15	72.

Figure C7: One Tree Point Road/Roosevelt Road – Existing layout – PM peak hour (Threshold 2, 30 % of total development) – Internalisation sensitivity test

Site: 101 [One Tree Point Rd/Roosevelt Rd_30% dev_PM - growth_App C - OTP update_SENS test]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	639	5.0	0.341	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
3	R2	189	5.0	0.170	9.8	LOS A	0.8	5.5	0.53	0.76	0.53	69.8
Approach		828	5.0	0.341	2.3	NA	0.8	5.5	0.12	0.17	0.12	90.8
East: Roosevelt Rd												
4	L2	151	5.0	0.146	6.6	LOS A	0.6	4.2	0.50	0.67	0.50	45.9
6	R2	119	5.0	0.763	57.6	LOS F	3.7	27.1	0.97	1.26	1.88	28.1
Approach		269	5.0	0.763	29.1	LOS D	3.7	27.1	0.70	0.93	1.11	35.9
North: One Tree Point Rd N												
7	L2	132	5.0	0.096	9.1	LOS A	0.4	2.9	0.29	0.62	0.29	70.8
8	T1	491	5.0	0.260	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		622	5.0	0.260	1.9	LOS A	0.4	2.9	0.06	0.13	0.06	91.8
All Vehicles		1720	5.0	0.763	6.4	NA	3.7	27.1	0.19	0.28	0.25	73.5

One Tree Point Road/Casey Road

Figure C8: One Tree Point Road/Casey Road – Existing layout – AM peak hour (Threshold 2, 30 % of total development) – Internalisation sensitivity test

Site: 101 [One Tree Point Rd/Casey Rd_30% dev _w growth_AM_App C - OTP update_SENS Test]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	451	5.0	0.240	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
3	R2	98	5.0	0.088	9.7	LOS A	0.4	2.7	0.51	0.74	0.51	69.9
Approach		548	5.0	0.240	1.8	NA	0.4	2.7	0.09	0.13	0.09	92.8
East: Roosevelt Rd												
4	L2	204	5.0	0.199	6.7	LOS A	0.8	5.8	0.52	0.70	0.52	45.8
6	R2	112	5.0	0.409	24.4	LOS C	1.7	12.3	0.86	1.09	1.13	37.7
Approach		316	5.0	0.409	13.0	LOS B	1.7	12.3	0.64	0.84	0.73	42.6
North: One Tree Point Rd N												
7	L2	71	5.0	0.048	8.7	LOS A	0.2	1.4	0.19	0.60	0.19	71.4
8	T1	515	5.0	0.273	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		585	5.0	0.273	1.1	LOS A	0.2	1.4	0.02	0.07	0.02	95.2
All Vehicles		1449	5.0	0.409	3.9	NA	1.7	12.3	0.18	0.26	0.20	74.4

Figure C9: One Tree Point Road/Casey Road – Existing layout – PM peak hour (Threshold 2, 30 % of total development) – Internalisation sensitivity test

Site: 101 [One Tree Point Rd/Casey Rd_30% dev _w growth_PM_App C - OTP update_SENS Test]

New Site
Site Category: (None)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: One Tree Point Rd S												
2	T1	758	5.0	0.404	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	99.7
3	R2	189	5.0	0.163	9.7	LOS A	0.7	5.3	0.51	0.75	0.51	69.9
Approach		947	5.0	0.404	2.0	NA	0.7	5.3	0.10	0.15	0.10	91.9
East: Roosevelt Rd												
4	L2	151	5.0	0.140	6.4	LOS A	0.6	4.0	0.48	0.66	0.48	45.9
6	R2	119	5.0	0.792	63.0	LOS F	3.9	28.3	0.97	1.28	1.97	27.0
Approach		269	5.0	0.792	31.4	LOS D	3.9	28.3	0.70	0.93	1.14	35.1
North: One Tree Point Rd N												
7	L2	132	5.0	0.095	9.1	LOS A	0.4	2.9	0.29	0.62	0.29	70.8
8	T1	472	5.0	0.250	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.8
Approach		603	5.0	0.250	2.0	LOS A	0.4	2.9	0.06	0.14	0.06	91.6
All Vehicles		1820	5.0	0.792	6.3	NA	3.9	28.3	0.18	0.26	0.24	74.0

ATTACHMENT E Trip generation summary

Reference: P:\SPAR\Reporting\Attachment 4 - Traffic and Transportation - Flow Response.docx - Harry Ormiston

From: Juliane Chetham
To: David Badham
Subject: Re: Marsden City - Mana Whenua Objective and Policy
Date: Monday, 13 July 2020 8:43:02 pm
Attachments: image001.png

Kia Ora David

I can confirm that PTB are supportive of the proposed mana whenua objective and policy being included within the Marsden City precinct provision as set out in your email below.

Nga Mihi
Juliane Chetham on behalf of Patuharakeke Te Iwi Trust Board

On Thu, Jul 9, 2020 at 4:53 PM David Badham <davidb@barker.co.nz> wrote:

> Kia ora Juliane,
>
> Thanks for your time on the phone this afternoon.
>
> As discussed, the applicant has agreed with our assessment that it reasonable to include a mana whenua objective and policy within the Marsden City precinct. These are outlined below.
>
> Objective MCP-OX – Mana Whenua
>
> Recognise and provide for the relationship of mana whenua and their culture and traditions with their cultural landscapes in the future development of the Marsden City Precinct.
>
> *Policy MCP-OX – Mana Whenua*
>
> *Development shall recognise and take into account mana whenua values by:*
>
> a. *Enabling the consideration of mana whenua values in the design of development.*
> b. *Consulting with mana whenua to understand their values relevant to development within the Marsden City Precinct.*
>
> *Could you please advise by Friday 17 July 2020 if the above additions are acceptable to Patuharakeke? We plan to incorporate these changes in the response to Council's Request for Further Information which will be lodged before the end of July.*
>
> Nga Mihi | Kind Regards,

David Badham

Associate / Whangarei Office Manager

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B&A

B&A

Urban & Environmental

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.....

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Kerikeri, **Whangarei**, Warkworth, Auckland, Hamilton, Napier, Christchurch

.....

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Nga Mihi

Juliane Chetham

Office: **09 437 7462** Mobile: **021 169 7162**

Address: 120 Abbey Caves Road, Whangarei, New Zealand

Marsden Town Centre Zone (MTCZ)

Issues

Marsden Point – Ruakaka is one of the identified growth areas in the Whangarei District, and is projected to have a significant population and employment increase over the next few decades. The Marsden Town Centre Zone has been identified as a focal point for the area in Council's strategic planning documents. It is intended to be developed as an attractive, safe and vibrant place and provide primarily for a range of retail, commercial, civic and residential activities.

A high standard of urban design is intended which will assist in making Marsden Town Centre the focal point for the community while also ensuring that it maintains a point of difference compared to other lower order centres in the vicinity.

It is important that the development of the Marsden Town Centre Zone is undertaken in a way that reinforces the primacy, function and vitality of Whangarei City. The Marsden Town Centre Zone has been established to provide a town centre for the Marsden Point - Ruakaka Area that complements and supports the Whangarei City Centre, rather than competes with it.

Objectives	
MTCZ-O1 – Centre Amenity	Marsden Town Centre Zone is an attractive, safe and vibrant place to live, work and visit with a range of residential, commercial, retail and entertainment activities.
MTCZ-O2 – City Centre Function and Vitality	The primacy, function and vitality of the Whangarei City Centre Zone is protected.
MTCZ-O3 – Development Quality	Development is of a form, scale and design quality that reinforces Marsden Town Centre Zone as the primary focal point for the Marsden Point – Ruakaka community.
MTCZ-O4 – Residential Activities	Residential activities within the Marsden Town Centre Zone are allowed, while ensuring that these are appropriately located and enabling the full range of activities anticipated.

Policies	
MTCZ-P1 – Character and Amenity	Require development to be of a quality and design that: 1. Establishes a high amenity and vibrant urban environment; 2. Establishes visual quality and interest of streets and other public open spaces; and 3. Contributes to pedestrian amenity, movement, safety and convenience.
MTCZ-P2 – Centre Hierarchy	Manage the scale of retail activities to ensure the Marsden Town Centre Zone does not compromise the role and function of the Whangarei City Centre Zone.
MTCZ-P3 – Activities	Reinforce the function of the Marsden Town Centre as the primary location for retail and commercial activity within Marsden Point and Ruakaka by:

Marsden Town Centre Zone (MTCZ)

	1. Enabling residential and commercial activities, including; smaller scale retail activities, offices and commercial services, restaurants, cafes, bars and entertainment facilities. 2. Discouraging rural production activities and industrial activities (except for small scale artisan industrial activities). 3. Encouraging residential units to locate above ground floor while acknowledging that there may be a reduced level of residential amenity within the Marsden Town Centre due to a mix of uses and late-night activities.
MTCZ-P4 – Built Form	Manage the scale, design and built form of development to: 1. Promote high quality urban design that enhances the emerging high amenity and vibrant urban character of the Marsden Town Centre. 2. Encourage buildings and public spaces to be adaptable to a range of uses to allow activities to change over time.
MTCZ-P5 – Streetscape	Ensure that development within the Marsden Town Centre positively addresses and engages with the street by: 1. Maximising street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality; 2. Discouraging residential development at ground floor; 3. Requiring verandahs along building frontages to create a defined building edge and provide adequate solar access, shade and rain shelter; 4. Requiring screening of any car parking, loading, or service areas which are visible from public spaces.
MTCZ-P6 – Open Space	Ensure the provision of high-quality open space by encouraging the establishment of an appropriately sized and located area of open space within the Marsden Town Centre at the time of subdivision and / or development.

Rules

MTCZ-R1	Any Activity Not Otherwise Listed in This Chapter
	Activity Status: Permitted Where: 1) Resource consent is not required under any rule of the District Plan 2) The activity is not prohibited under any rule in the District Plan.

MTCZ-R2	Minor Buildings
	Activity Status: Permitted Note: Minor buildings are exempt from rules MTCZ-R3 – R8 and R26.

MTCZ-R3	External Alterations and Additions to Buildings

Marsden Town Centre Zone (MTCZ)

	Activity Status: Permitted Where: 1) The external alteration and/or addition does not exceed 10% of the gross floor area of the building. 2) The external alteration and/or addition is not visible from the public realm or any adjoining site.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1) Effects on streetscape character and amenity. 2) Screening of car parking and service areas. 3) Appearance of lots as viewed from One Tree Point Road. 4) Functional requirements of activities. *Note: Any application shall comply with information requirement MTCZ – REQ1.* Notification: Any application for external alterations and/or additions to buildings pursuant to MCTZ-RX shall not require the written consent of affected persons and shall not be notified or limited-notified unless Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.

MTCZ-R4	Building and Major Structure Height	
	Activity Status: Permitted Where: 1) The maximum building height and major structure height is 16m above ground level.	Activity Status when compliance not achieved: Discretionary

MTCZ-R5	Building and Major Structure Setbacks	
	Activity Status: Permitted Where:	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion:

Marsden Town Centre Zone (MTCZ)

	1) The building is within 0.5m of road boundaries at ground floor for the entire length of the site frontage for any front site, except for: a. One setback of up to 1.5m for a maximum width of 2.5m to allow for a recessed pedestrian entrance. b. One setback of up to 6m for a maximum width of 6m to allow for a pedestrian arcade. c. One setback adjacent to a side boundary of the site for a maximum width of 6m to allow for a through-site link. Note 1: Service stations and grocery stores are exempt from MTCZ-R5. Note 2: MTCZ-R5 does not apply to the One Tree Point Road boundary.	1. Streetscape character and amenity 2. Functional requirements of activities.

MTCZ-R6	Building Floor-to-Floor Height	
	Activity Status: Permitted Where: 1) The minimum interior floor-to-floor height is: a. 4.2m at ground floor. b. 3.0m above ground floor.	Activity Status when compliance not achieved: Restricted Discretionary 1. Design of buildings, including the potential for buildings to accommodate a range of uses. 2. Effects on amenity and adequate provision of daylight access. 3. Functional requirements of activities.

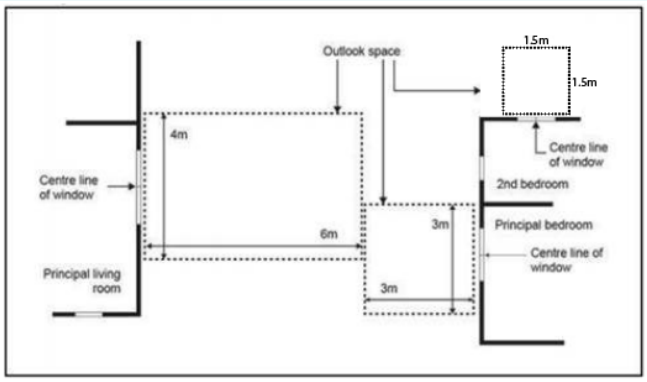
MTCZ-R7	Outlook	
	Activity Status: Permitted Where: 1. An outlook space is provided from the face of a building containing windows to a habitable room in accordance with the details provided within Figure MTCZ-R7.1 and MTCZ-R7 Note 1. 2. The outlook space is at least: a) 6m deep x 4m wide for the principal living room of a residential unit or main living area of visitor accommodation facilities.	Activity Status when compliance not achieved: Restricted Discretionary Matters of Discretion: 1. Internal and onsite amenity, including adequate provision of daylight access. 2. Privacy and outlook of adjoining sites.

Marsden Town Centre Zone (MTCZ)

b) 3m deep x 3m wide for any bedroom of a residential unit and visitor accommodation facilities.
c) 1.5m deep x 1.5m wide for all other habitable rooms.

3. The outlook space:
   a) Is provided within the site, or over a public street or other public open space.
   b) Does not extend over adjoining sites, except for public streets or public open spaces as outlined in MTCZ- R7(3)(a) above.
   c) Does not overlap any required outlook spaces associated with separate buildings located on the same site.
   d) Remains clear and unobstructed by buildings and major structures at all times.

Figure MTCZ-R7-1: Required Outlook Space



Note 1: The outlook space shall be located and measured as follows:

1. Where the habitable room has two or more external faces with windows (i.e. corner rooms), the outlook space must be provided from the face with the largest area of glazing.
2. The depth of the outlook space is measured horizontally at right angles from the window to which it applies.
3. The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.

MTCZ-R8	Verandahs

Marsden Town Centre Zone (MTCZ)

	Activity Status: Permitted Where: 1) All buildings fronting a road provide a verandah: a. Along the entire building frontage that forms a continuous line of shelter with adjacent verandahs. b. That is at least 3m above the footpath and no more than 4m above the footpath. c. That is setback at least 600mm from the kerb. d. That has a minimum width of 1.5m, except where that would encroach on MTCZR8.1(c) where the minimum width shall be to within 600mm from the kerb. e. That has a maximum fascia height of 0.5m. Note 1: MTCZ-R8 does not apply to the One Tree Point Road frontage.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Effects on streetscape character and amenity 2. Pedestrian safety and amenity 3. Design of buildings, including the potential for buildings to accommodate a range of uses

MTCZ-R9	Impervious Areas	
	Activity Status: Permitted Where: 1) The impervious area within the site does not exceed 90% of the site area.	Activity Status when compliance not achieved: Discretionary

MTCZ-R10	Fences	
	Activity Status: Permitted Where: 1) The fence is: a. Not along the site frontage; or b. Is along a site frontage and required by a bylaw or for public health and safety. 2) The fence does not exceed 1.8m in height on any other site boundary.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Effects of shading and visual dominance on the street and adjoining properties 2. Urban design and passive surveillance 3. Effects on streetscape character and amenity 4. Effects on active frontage 5. Traffic and pedestrian safety

Marsden Town Centre Zone (MTCZ)

	6. The extent to which fencing is required for activities, including health and safety.

MTCZ-R11	Outdoor Areas of Storage or Stockpiles	
	Activity Status: Permitted Where: 1) The maximum height of any outdoor area of storage or stockpile is 8m above ground level. 2) The outdoor area of storage or stockpile is screened from view from public places and surrounding sites, except for construction materials to be used on-site for a maximum period of 12 months within each 10-year period from [operative date].	Activity Status when compliance not achieved: Discretionary

MTCZ-R12	Car Parking	
	Activity Status: Permitted Where: 1) The car parking space is not located between the building frontage and road boundaries of the site, except for carparking spaces at service stations and grocery stores.	Activity Status when compliance not achieved: Discretionary *Note: Any application shall comply with information requirement MTCZ – REQ1.*

MTCZ-R13	Landscaping	
	Activity Status: Permitted Where: 1) A landscape buffer of 2m in depth is provided along the street frontage between the street and any car parking, loading, or service areas which are visible from the street frontage. This rule excludes access points. 2) The required landscaping must comprise a mix of trees, shrubs or ground cover plants (including grass).	Activity Status when compliance not achieved: Discretionary

MTCZ-R14	Residential Units Above Ground Floor

Marsden Town Centre Zone (MTCZ)

	Activity Status: Permitted Where: 1) Every residential unit provides a Net Floor Area of at least: a. For 1 bedroom – 45m2 b. For 2 bedrooms – 70m2 c. For 3 bedrooms – 90m2 d. For more than 3 bedrooms – 90m2 plus 12m2 for each additional bedroom. 2) Every 1 bedroom residential unit contains an outdoor living court of at least 4m^2 and at least 1.5m depth. 3) Every 2+ bedroom residential unit contains an outdoor living court of at least 8m^2 and at least 2.4m depth.	Activity Status when compliance not achieved: Discretionary

MTCZ-R15	Artisan Industrial Activities	
	Activity Status: Permitted Where: 1) The activity is a primary activity or ancillary activity. 2) The maximum gross floor area is 300m^2 per site.	Activity Status when compliance not achieved: Discretionary

MTCZ-R16	General Retail	
	Activity Status: Permitted Where: 1) The activity is a primary activity or ancillary activity. 2) The maximum Business Net Floor Area is 600m^2 per site.	Activity Status when compliance not achieved: Discretionary

MTCZ-R17	Grocery Store
MTCZ-R18	Commercial Services
MTCZ-R19	Food and Beverage Activity
MTCZ-R20	Entertainment Facilities
MTCZ-R21	Visitor Accommodation

Marsden Town Centre Zone (MTCZ)

	Activity Status: Permitted Where: 1) The activity is a primary activity or ancillary activity.

MTCZ-R22 MTCZ-R23 MTCZ-R24 MTCZ-R25	Place of Assembly Recreational Facilities Care Centre Educational Facilities	
	Activity Status: Permitted Where: 1) The activity is a primary activity or ancillary activity. 2) The activity is above ground floor. 3) The maximum Business Net Floor Area is 800m^2 per site.	Activity Status when compliance not achieved: Discretionary

MTCZ-R26	Any New Building
	Activity Status: Restricted Discretionary Matters of discretion: 1) Effects on streetscape character and amenity. 2) Screening of car parking and service areas. 3) Appearance of lots as viewed from One Tree Point Road. 4) Functional requirements of activities. 5) The appropriate provision of open space within the town centre. *Note: Any application shall comply with information requirement MTCZ – REQ1.* Notification: Any application for a new building pursuant to MCTZ-R25 that complies with all other permitted standards shall not require the written consent of affected persons and shall not be notified or limited-notified unless Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.

MTCZ-R27	Any New Vehicle Crossing Over a Footpath
	Activity Status: Restricted Discretionary Matters of discretion: 1) Pedestrian and traffic safety. 2) Walkability and functionality of the pedestrian network. 3) Effects on streetscape character and amenity.

Marsden Town Centre Zone (MTCZ)

4) Functional requirements of activities.

MTCZ-R28	Service Stations with Frontage to Casey Road
MTCZ-R29	Standalone Car Parking Facility
	Activity Status: Discretionary

MTCZ-R30	Residential Units At Ground Floor
MTCZ-R31	Farming
MTCZ-R32	Supported Residential Care
MTCZ-R33	Retirement Village
MTCZ-R34	Motor Vehicle Sales
MTCZ-R35	Trade Suppliers
MTCZ-R36	Garden Centres
MTCZ-R37	Marine Retail
MTCZ-R38	Drive Through Facilities
MTCZ-R39	Hire Premise
MTCZ-R40	Service Stations Not Otherwise Provided For
MTCZ-R41	Funeral Home
MTCZ-R42	Emergency Services
MTCZ-R43	Hospital
MTCZ-R44	General Commercial
MTCZ-R45	General Community
MTCZ-R46	General Industry
MTCZ-R47	Storage
	Activity Status: Non-Complying Where: 1) The activity is a primary activity or ancillary activity.

MTCZ-R48	Plantation Forestry

Marsden Town Centre Zone (MTCZ)

MTCZ-R49	Intensive Livestock Farming
MTCZ-R50	Farm Quarrying
MTCZ-R51	Repair and Maintenance Services
MTCZ-R52	Marine Industry
MTCZ-R53	Waste Management Facility
MTCZ-R54	Landfill
MTCZ-R55	Manufacturing
	Activity Status: Prohibited Where: 1) The activity is a primary activity or ancillary activity.

MTCZ- REQ1	Urban Design Assessment
Urban Design	Any application pursuant to MTCZ-R11 and R25 shall include an urban design assessment prepared by a suitably qualified and experienced professional which details: 1) Any consultation undertaken as part of any pre-application meetings with Council (including the Council Urban Design Panel) and any mitigation measures that were recommended by Council. 2) How the proposal is consistent with best practice urban design and the relevant Marsden Town Centre Zone objectives, policies, and building bulk and location standards. 3) How the proposal interrelates with the intended character and amenity values of surrounding areas having particular regard to building design, bulk, and location, and parking and transport infrastructure. 4) The extent to which the building design, site layout, and any proposed landscaping helps to avoid or minimise the impacts on adjacent streets and public open spaces within the Marsden Town Centre Zone. *Note:* *Acceptable means of compliance and best practice urban design guidance is contained within Whangarei District Council's Urban Design Guidelines.*

Marsden Town Centre Zone (MTCZ)

Subdivision

MTCZ-SUBR1	Subdivision in the Marsden Town Centre Zone	
	Activity Status: Controlled Where: 1. Every unit title allotment created under the Unit Titles Act 2010 has a net site area of at least 50m². 2. Every allotment has a: a. Net site area not less than 100m². b. Frontage no less than 6m, or 12m in the case of a corner allotment. c. Frontage no greater than 30m, or 60m in the case of a corner allotment. Matters over which control is reserved: 1. Matters listed in the How the Plan Works Chapter. 2. Physical and visual linkages provided between allotments and surrounding public places.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The effect of the design and layout of the allotments and whether it enables the efficient use of land. 2. The effects of infrastructure and servicing. 3. Matters listed in the How the Plan Works Chapter.

Precincts (PREC)

PREC X – Marsden City Precinct (MCP)

Issues

The Marsden City Precinct (MCP) provides for the development of a new sustainable community with a comprehensively planned town centre surrounded with a compatible mix of residential and employment activities. The precinct provides for a range of residential densities, including higher residential densities close to the Marsden Town Centre, to increase housing capacity while providing a choice of living environments. The precinct provides opportunities for a school, community facilities and a range of open spaces. The co-location of residential, community and employment generating land uses within the precinct will reduce commuter travel to other areas within the region.

The transport network in Marsden City will be progressively upgraded over time to support development in the wider area. The precinct includes provisions to ensure that the development of land for business and housing is coordinated with the construction of the transport network upgrades necessary to support it.

The Marsden Point area contains industrial land uses that play an important role in the economy of the region. The precinct includes provisions to manage any reverse sensitivity that may arise between residential development and the industrial land use, State Highway 15 and Marsden Rail corridor.

There are seven sub-precincts within the Marsden City Precinct:

- Sub-Precinct A is zoned Special Purpose Town Centre Zone and contains the primary retail area and is the focal point for retail, commercial and civic development and pedestrian activity;
- Sub-Precinct B is zoned Mixed Use Zone and provides for high density residential and a range of commercial activities that will complement the town centre and maximise the efficient use of land;
- Sub-Precinct C is zoned Medium Density Residential Zone and will provide for medium residential development in easy walking distance to the Special Purpose Town Centre Zone;
- Sub- Precinct D is zoned General Residential Zone and provides for residential development of a suburban character;
- Sub-Precinct E is zoned Low Density Residential Zone provides for residential development on larger sites to provide a buffer between Marsden City land and State Highway 15A and the rail designation;
- Sub-Precinct F is zoned Commercial Zone (south), providing for a range of business activities and generally precluding residential development given the areas proximity to State Highway 15A;
- Sub-Precinct G is zoned Commercial Zone (north) and similarly provides for a range of business activities and generally precludes residential development given the areas proximity to the rail designation.

The MCP has a suite of objectives, policies and rules that will guide development within the MCP. The objectives, policies and rules apply in addition to the underlying zone unless otherwise stated.

MCP appendices attached to this chapter and include:

- MCP sub-precinct plan
- MCP noise areas plan
- Noise bund/acoustic fence requirement for Noise Barrier Area
- Indicative street network plan
- Street cross sections

Precincts (PREC)

All other district wide objectives, policies and rules apply to development in the MCP unless otherwise stated in the MCP provisions.

Objectives	
MCP-O1 – Liveable Precinct	Marsden City Precinct is developed in a comprehensive and integrated way to provide for a compatible mix of residential living, commercial and employment.
MCP-O2 – Housing Choice	Different types of housing and levels of intensification are enabled to provide a choice of living environments.
MCP-O3 – Streetscape and Residential Amenity	Development positively engages with the street and provides quality on-site residential amenity for residents.
MCP-O4 – Infrastructure and Services	Development is supported by appropriate infrastructure and services to meet development capacity.
MCP-O5 – Transport and Access	Access to the precinct occurs in an effective, efficient and safe manner that manages effects on One Tree Point Road, State Highway 15 and the surrounding road network.
MCP-O6 – Reverse Sensitivity	Manage reverse sensitivity effects between zones and incompatible land use activities.
MCP-O7 – Open Space	Create a strong network of public open space, including places to enjoy a range of active and passive recreational activities whilst also enhancing the local ecology.
MCP-O8 – Mana Whenua	Recognise and provide for the relationship of mana whenua and their culture and traditions with their cultural landscapes in the future development of the Marsden City Precinct.

Policies	
MCP-P1 – Liveable Precinct	Enable the comprehensive and integrated development of Marsden City Precinct in accordance with the underlying zones.
MCP-P2 – Integrated Development	Encourage higher density and mixed use development, and an integrated urban form, with public transport networks, pedestrian facilities and cycleways, to provide an alternative to, and reduce dependency on, private motor vehicles as a means of transportation.
MCP-P3 – Streetscape	Encourage development to achieve attractive and safe streets and public spaces in residential areas including by: a. providing for passive surveillance b. optimising front yard landscaping c. minimising visual dominance of garage doors. d. recognising that residential at ground floor may be appropriate in Sub-Precinct A where development maintains privacy and amenity for ground floor occupants and allows opportunities for passive surveillance.

Precincts (PREC)

MCP-P5 – Multi Unit Development	Manage the design and appearance of multi-unit development so that it integrates with the wider precinct.
MCP-P6 – Residential Amenity	Require residential units to be designed to meet the day to day needs of residents by providing: a. Privacy, outlook, and daylight. b. Useable and accessible outdoor living space with good sunlight access.
MCP-P7 – Infrastructure and Services	Require the efficient provision of three waters infrastructure for the Marsden City Precinct.
MCP-P8 – Transport and Access	Ensure that the timing of residential and commercial development in Marsden City is coordinated with intersection upgrades necessary to manage the adverse effects of development on the wider transport network, in particular at: a. SH15A/One Tree Point Road/McCathie Road intersection b. One Tree Point Road/Pokapu Road c. One Tree Point Road/Casey Road.
MCP-P9 – Reverse Sensitivity	Manage adverse reverse sensitivity effects of sensitive activities in close proximity to State Highway 15, the designated rail corridor and surrounding industrial land use.
MCP-P10 –Open Space	Require subdivision within the Marsden City Precinct to provide for the recreation and amenity needs of residents by providing: a. Open spaces which are prominent and accessible by pedestrians; b. For the number and size of open spaces in proportion to the future density of the neighbourhood; and c. For pedestrian and/or cycle linkages.
MCP-P11 – Mana Whenua	Development shall recognise and take into account mana whenua values by: a. Enabling the consideration of mana whenua values in the design of development. b. Consulting with mana whenua to understand their values relevant to development within the Marsden City Precinct.
MCP-P12 – Residential Activities and Visitor Accommodation in the Commercial (South) Sub Precinct	Manage reverse sensitivity effects and appropriate visitor accommodation and live / work arrangements in the Commercial (South) Sub-Precinct by: a. Discouraging the establishment of visitor accommodation and residential activity on sites adjoining State Highway 15. b. Encouraging any residential activity other than visitor accommodation to be located above ground and to be ancillary to a business activity on the same site.

All Sub-Precincts

MCP-R1	Any Activity

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1. The underlying zone shall apply as identified on the District Plan Zone maps.
2. The MCP Noise Area Plan in Appendix B shall apply to all applicable areas.
3. Except for (4), (5) and (6) below, the relevant rules of the underlying zone shall apply unless otherwise stated in the MCP rules.
4. Rule MRZ-R22 Multi Unit Development does not apply within the MCP.
5. Rule LRZ-R15 Principal Residential Unit, Rule LRZ-R6 Building and Major Structure Coverage and Rule LRZ-R7 Impervious Areas do not apply within the MCP.
6. The rules of the area apply unless otherwise stated in the MCP rules.

MCP-R2	Any Activity
	1. Except for (2) below, the relevant rules of the district wide chapters apply unless otherwise stated in the MCP rules. 2. Rule TRA-R14 Restricted Discretionary Integrated Transport Assessments and Rule TRA-R15 Discretionary Integrated Transport Assessments do not apply to the MCP.

MCP-R3	Noise Sensitive Activities in the Low Density Residential Zone within Noise Zone 2A	
	The following control applies to the establishment of any Noise Sensitive Activity on any site in the Low Density Residential Zone within the Noise Zone 2A shown in Appendix B. Activity Status: Permitted Where: 1. Confirmation is provided from a suitably qualified and experienced Acoustic Engineer to confirm that: a. A noise bund and / or acoustic barrier is constructed to its full extent adjacent to SH15A in the area identified as “noise barrier area” on the zoning map in Appendix A; and b. The noise bund and / or acoustic barrier is constructed in accordance with the specifications within Appendix C.	Activity Status when compliance not achieved: Non-Complying

MCP-R4	Staging of Development with Transport Upgrades	
	Activity Status: Permitted Where: 1. Development within the Marsden City Precinct does not exceed the thresholds in Table MCP-R4 until such time	Activity Status when compliance not achieved with MCP-R4: Restricted Discretionary

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that the identified infrastructure upgrades are constructed and operational.

Note: in order to determine compliance with MCP-R4.1 confirmation shall be provided with any application for building consent or land use consent, that the total amount of residential units, retail gross floor area and commercial gross floor area within the Marsden City Precinct does not exceed the identified thresholds in Table MCP-R4.

Note: For the purpose of this rule 'residential unit' and 'retail/commercial floorspace' means buildings for those activities that have a valid land use consent or a subdivision that has a 224C certificate.

Table: MCP-R4

Residential Unit Threshold	Retail GFA Threshold	Commercial GFA Threshold	Transport Upgrades Required to Exceed the Residential Unit or Retail/Commercial GFA Thresholds
500 residential units	19,500m^2	2,100m^2	Safety and capacity improvements to SH15A/One Tree Point Road/McCathie Road intersection which include: • Two-lane roundabout with two lanes on each approach and two circulating lanes
1900 residential units	53,000m^2	8,000m^2	Safety and capacity improvements to One Tree Point Road/Pokapu Road intersection. Safety and capacity improvements to One Tree Point Road/Roosevelt Road intersection.

Matters of discretion:

1. Effects on the safe and efficient operation of the transport network, specifically the SH15A/One Tree Point Road/Mcathie Road and One Tree Point Road intersections with Pokapu Road, Roosevelt Road and Casey Road;;
2. The rate of public and active transport uptake and travel management measures; and
3. The rate of coordination of retail, commercial and residential development in the Marsden City Precinct.
4. Connectivity within the wider transport network.

Note: Any application shall comply with information requirement MCP – REQ1.

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			Safety and capacity improvements to One Tree Point Road/Casey Road intersection.
2,100	121,500m^2	24,000m^2	Safety and capacity improvements to: • SH15A/One Tree Point Road/McCathie Road • One Tree Point Road/Pokapu Road intersection. • One Tree Point Road/Roosevelt Road intersection. • One Tree Point Road/Casey Road intersection.

MCP-R5	Street and Pedestrian Networks	
	Activity Status: Permitted Where: 1. Streets, cycleways, and footpaths are: a. Located in accordance with the MCP Plans. b. Formed in accordance with the MCP 'Street Sections' plans.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Alternative location of streets and impact on MCP layout. 2. Consideration of the Whangarei District Council Engineering Standards. 3. Urban design best practice. 4. Traffic and pedestrian safety and efficiency. *Note: Any application shall comply with*

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information requirement MCP – REQ2.

MCP-R6	Noise Sensitive Activities
	Activity Status: Non-Complying Where: 1. Any noise sensitive activity is established within 70m of the Oakleigh to Marsden Point Rail Link Designation boundary (KRH-2).

MCP-R7	Access to Sites Fronting One Tree Point Road and Port Marsden Highway
	Activity Status: Non-Complying Where: 1. Direct vehicle access to One Tree Point Road or Port Marsden Highway (State Highway 15A) is provided.

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Sub-Precinct B - Mixed Use:

Commented [B&A1]: Rules within this section are duplicated from the WDC Decisions Version of the Mixed Use Provisions, unless otherwise stated.

MCP-R8	Minor Buildings	
	Activity Status: Permitted Note: Minor buildings are exempt from rules MCP – R9-R12.	

MCP-R9	Building and Major Structure Height	
	Activity Status: Permitted Where: 1. The maximum building height and major structure height is 16m above ground level.	Activity Status when compliance not achieved: Discretionary

Commented [B&A2]: Altered from underlying zone rule

MCP-R10	Building and Major Structure Setbacks	
	Activity Status: Permitted Where: 1. The building is within 1m of road boundaries for at least 75% of the site frontage for any front site, except for: a. Any site frontage where a strategic road protection area applies as detailed in TRA Appendix 4. b. Any combination of the following: i. One setback of up to 3m for a maximum width of 2.5m to allow for a recessed pedestrian entrance. ii. One setback adjacent to a side boundary of the site for a maximum width of 6m to allow for a through-site link. 2. All buildings and major structures are set back at least: b. 3m from any Residential or Open Space and Recreation Zone boundary.	Activity Status when compliance not achieved: Discretionary

Commented [B&A3]: Altered from underlying zone rule – note only relating to One Tree Point Road.

Precincts (PREC)

	c. 20m from Mean High Water Springs and the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences). Note 1: MTCZ-R10 does not apply to the One Tree Point Road boundary.	

MCP-R11	Building and Major Structure Height in Relation to Boundary	
	Activity Status: Permitted Where: 1. All buildings and major structures do not exceed a height equal to 4m above ground level plus the shortest horizontal distance between that part of the building or major structure and any Residential or Open Space and Recreation Zone boundary.	Activity Status when compliance not achieved: Discretionary

MCP-R12	Building Frontages	
	Activity Status: Permitted Where: 1. At least 65% of the building frontage at ground floor is clear glazing. 2. At least 25% of the building frontage above ground floor is clear glazing. 3. The principal public entrance to the building is situated to face the road where the building is on a front site. 4. There are no roller doors (except emergency services, and security grilles which allow views from the street into the premises) along site frontage.	Activity Status when compliance not achieved: Discretionary

MCP-R13	Impervious Areas

Precincts (PREC)

	Activity Status: Permitted Where: 1. The impervious area is set back at least 5m from Mean High Water Springs and the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences).	Activity Status when compliance not achieved: Discretionary

MCP-R14	Landscaping	
	Activity Status: Permitted Where: 1. An area not less than 2m in depth along the site frontage of One Tree Point Road is landscaped with a combination of trees, shrubs, and ground cover.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The outlook and privacy of adjoining and adjacent properties. 2. Streetscape character and amenity. 3. Appearance of lots as viewed from One Tree Point Road. 4. Effects of shading and visual dominance on adjoining properties. 5. Effects on adjoining zones.

Commented [B&A4]: New rule.

MCP-R15	Fences	
	Activity Status: Permitted Where: 1. The fence is along site frontage and required by a bylaw or for public health and safety. 2. The fence is not along a road frontage.	Activity Status when compliance not achieved: Discretionary

MCP-R16	Outdoor Areas of Storage or Stockpiles	
	Activity Status: Permitted Where: 1. The outdoor area of storage or stockpile:	Activity Status when compliance not achieved: Discretionary

Precincts (PREC)

	a. Complies with rules MUZ-R2, R4.2 and R5. b. Is screened from view from adjacent public places and surrounding sites, except for construction materials to be used on-site for a maximum period of 12 months within each 10-year period from [operative date].	

MCP-R17	Car Parking	
	Activity Status: Permitted Where: 1. The car parking space is not located between the building frontage and road boundaries of the site.	Activity Status when compliance not achieved: Non-Complying

MCP-R18	Residential Unit	
	Activity Status: Permitted Where: 1. Every residential unit provides a Net Floor Area of at least: a. For 1 bedroom – 45m^2 b. For 2 bedrooms – 70m^2 c. For 3 bedrooms – 90m^2 d. For more than 3 bedrooms – 90m^2 plus 12m^2 for each additional bedroom. 2. Every 1 bedroom residential unit contains an outdoor living court of at least 4m^2 and at least 1.5m depth. 3. Every 2+ bedroom residential unit contains an outdoor living court of at least 8m^2 and at least 2.4m depth.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The design, size and layout of buildings to provide appropriate privacy and amenity for occupants on-site. 2. The proximity of the site to communal or public open space that has the potential to mitigate any lack of private outdoor living space. 3. Adverse effects on active frontage. 4. Adverse effects on streetscape amenity. 5. Privacy for residents and opportunities for passive surveillance.

Commented [B&A5]: Altered from underlying zone rule Additional Matters of Discretion Introduced and Information Requirement.

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4. Every residential unit is above ground floor.	*Note: Any application shall comply with information requirement MCP – REQ3.* Notification: Any application for a residential unit which does not comply with MCP-R21.1 – 4 shall not require the written consent of affected persons and shall not be notified or limited-notified unless Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.

MCP-R19	Outlook	
	Activity Status: Permitted Where: 1. An outlook space is provided from the face of a building containing windows to a habitable room in accordance with the details provided within Figure MCP-R19.1 and MCP-R19 Note 1. 2. The outlook space is at least: a) 6m deep x 4m wide for the principal living room of a residential unit or main living area of visitor accommodation facilities. b) 3m deep x 3m wide for any bedroom of a residential unit and visitor accommodation facilities. c) 1.5m deep x 1.5m wide for all other habitable rooms. 3. The outlook space: a) Is provided within the site, or over a public street or other public open space. b) Does not extend over adjoining sites, except for public streets or public open spaces as outlined in MCP- R19(3)(a) above. c) Does not overlap any required outlook spaces associated with separate buildings located on the same site. d) Remains clear and unobstructed by buildings and major structures at all times. **Figure MCP-R19-1: Required Outlook Space**	Activity Status when compliance not achieved: Restricted Discretionary Matters of Discretion: 1. Internal and onsite amenity, including adequate provision of daylight access. 2. Privacy and outlook of adjoining sites. *Note: Any application shall comply with information requirement MCP – REQ4.*

Commented [B&A6]: New Rule

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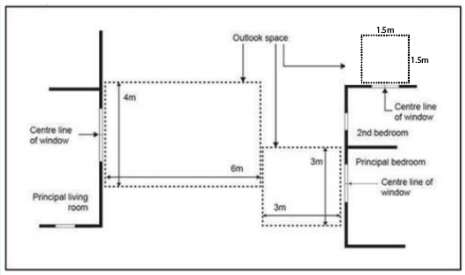

Note 1: The outlook space shall be located and measured as follows:

1. Where the habitable room has two or more external faces with windows (i.e. corner rooms), the outlook space must be provided from the face with the largest area of glazing.
2. The depth of the outlook space is measured horizontally at right angles from the window to which it applies.
3. The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.

MCP-R20 MCP-R21 MCP-R22	Trade Suppliers Grocery Store General Retail	
	Activity Status: Permitted Where: 1. The activity is a primary activity or ancillary activity. 2. The maximum Business Net Floor Area 600m^2. 3. All site boundaries which are adjoining a Residential or Open Space and Recreation Zone are planted with trees or shrubs to a minimum height of 1.8m above ground level and a minimum depth of 1m, except within 5m of a road boundary where the maximum height is 1.2m above ground level.	Activity Status when compliance not achieved: Discretionary

MCP-R23	Commercial Services

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MCP-R24 MCP-R25 MCP-R26 MCP-R27 MCP-R28	Visitor Accommodation Place of Assembly Recreational Facilities Emergency Services Educational Facilities	
	Activity Status: Permitted Where: 1. The activity is a primary activity or ancillary activity. 2. All site boundaries which are adjoining a Residential or Open Space and Recreation Zone are planted with trees or shrubs to a minimum height of 1.8m above ground level and a minimum depth of 1m, except within 5m of a road boundary where the maximum height is 1.2m above ground level.	Activity Status when compliance not achieved: Discretionary

MCP-R29	Any New Vehicle Crossing Over A Footpath	
	Activity Status: Permitted Where: 1. Emergency services establish and require a vehicle access to the site.	Activity Status when compliance not achieved: Discretionary

MCP-R30	Food and Beverage Activities	
	Activity Status: Permitted Where: a. The activity is ancillary to an educational facility. b. The activity does not result in a combined GFA exceeding 250m² of food and beverage activity ancillary to the educational facility. c. The food and beverage activity does not operate outside of 08:00-18:00 Monday-Friday.	Activity Status when compliance not achieved: Discretionary

MCP-R31	General Industry

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	Activity Status: Permitted Where: 1. The activity is a research laboratory ancillary activity to an educational facility.	Activity Status when compliance not achieved: Non-Complying

MCP-R32	Standalone Car Parking Facility
	Activity Status: Discretionary

MCP-R33	Supported Residential Care
MCP-R34	Retirement Village
MCP-R35	Drive Through Facilities
MCP-R36	Entertainment Facilities
MCP-R37	Service Stations
MCP-R38	Care Centre
MCP-R39	General Commercial
MCP-R40	General Community
	Activity Status: Discretionary Where: 1. The activity is a primary activity or ancillary activity.

MCP-R41	Farming
MCP-R42	Manufacturing
MCP-R43	Storage
MCP-R44	Repair and Maintenance Services
MCP-R45	Artisan Industrial Activities
MCP-R46	Marine Industry
MCP-R47	Motor Vehicle Sales
MCP-R48	Garden Centres
MCP-R49	Marine Retail

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MCP-R50	Hire Premise
MCP-R51	Funeral Home
MCP-R52	Hospital
	Activity Status: Non-Complying Where: 1. The activity is a primary activity or ancillary activity.

MCP-R53	Plantation Forestry
MCP-R54	Intensive Livestock Farming
MCP-R55	Farm Quarrying
MCP-R56	Waste Management Facility
MCP-R57	Landfill Activity
	Activity Status: Prohibited Where: 1. The activity is a primary activity or ancillary activity.

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Sub-Precinct C - Medium Density Residential:

Commented [B&A7]: Rules within this section are duplicated from the WDC Decisions Version of the Medium Density Residential Provisions, unless otherwise stated.

MCP-R58	Minor Buildings
	Activity Status: Permitted Note: Minor buildings are exempt from rules MCP – R59-R61 and MCP-R64.

MCP-R59	Building and Major Structure Height	
	Activity Status: Permitted Where: 1. The maximum building height and major structure height is 11m above ground level, except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1m where the entire roof slopes 15 degrees or more.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Effects on amenity of adjoining sites. 2. The extent to which visual dominance effects are minimised.

MCP-R60	Building and Major Structure Setbacks	
	Activity Status: Permitted Where: 1. All buildings and major structures are set back at least: a. 2m from road boundaries. b. 20m from Mean High Water Springs or the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences). 2. Habitable rooms of a building are set back at least 1.5m from side and rear boundaries, except where a common wall between two buildings on adjacent sites is proposed. 3. All non-habitable major structures and buildings, and non-habitable rooms of buildings, are set back at least: a. 1.5m from side and rear boundaries, allowing for a 0m setback for a maximum length of 7.5m on any single boundary and a maximum total length of 10.5m on all boundaries. b. 2.5m from a habitable room on any other site.	Activity Status when compliance not achieved with MCP-R60.1(a), R60.2 or R60.3: Restricted Discretionary Matters of discretion: 1. The outlook and privacy of adjoining and adjacent properties. 2. Effects of shading and visual dominance on adjoining properties. 3. Effects on the streetscape character of the area. 4. Effects on the safety and efficiency of the transport network. 5. The potential to establish an esplanade reserve. 6. Impact on the amenity of any adjacent public walkway. Activity Status when compliance not achieved with MCP-R60.1(b): Restricted Discretionary Matters of discretion:

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	1. The effectiveness of the proposed method for controlling stormwater runoff. 2. That the proposal will maintain and enhance the amenity values of the area. 3. That esplanade areas and waterfront walkways are appropriately safeguarded.

MCP-R61	Building and Major Structure Height in Relation to Boundary	
	Activity Status: Permitted Where: 1. All buildings and major structures do not: a. Result in an existing residential unit on a separate MRZ site no longer being able to comply with MCP-R61.2 or MCP-R71.2. b. Increase the degree of infringement for an existing residential unit. 2. All buildings and major structures do not exceed a height equal to 3m above ground level plus the shortest horizontal distance between that part of the building or major structure and any side or rear boundary, except where: a. Any parts of the buildings or major structures are within 20m of the site frontage; and: i. Do not exceed a height of 3.6m above ground level where they are 1.5m or less from side and rear boundaries adjoining the MRZ, and ii. Thereafter, are set back 0.3m for every additional metre in height (73.3 degrees) up to 6.9m and then 1m for every additional metre in height (45 degrees). *Compliance Standards:* 1. *MCP-R61.2 does not apply where a common wall between two buildings on adjacent sites is proposed.* 2. *Measurements for MCP-R61.2 can be taken from the furthest boundary when adjoining an access lot/access leg.* 3. *MCP-R61.2 does not apply to any boundary adjoining a road or Business Zone.* 4. *A gable end, dormer or roof may exceed the height in relation to boundary where that portion exceeding the height in relation to boundary is:* a. *No greater than 1.5m^2 in area and no greater than 1m in height; and* b. *No greater than 2.5m cumulatively in length measured along the edge of the roof.*	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The outlook and privacy of adjoining and adjacent properties. 2. Effects of shading and visual dominance on adjoining and adjacent properties.

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5. *No more than two gable ends, dormers or portions of roof may exceed the height in relation to boundary on any single site boundary.*

MCP-R62	Outdoor Living Court	
	Activity Status: Permitted Where: 1. Every residential unit: a. With one or more habitable rooms at ground floor level provides an outdoor living court of at least 20m^2 and at least 4m depth. b. With all habitable rooms above ground floor with 1 bedroom provides an outdoor living court of at least 4m^2 and at least 1.5m depth. c. With all habitable rooms above ground floor, with 2 or more bedrooms provides an outdoor living court of at least 8m^2 and at least 2.4m depth. 2. The outdoor living court is able to receive direct sunlight for at least 5 hours on the winter solstice over at least 50% of the minimum space required under MCP-R62.1.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Appropriate privacy and amenity of the occupants on-site. 2. Sufficient sunlight access to outdoor areas and habitable rooms within the site. 3. The proximity of the site to communal or public open space that has the potential to mitigate any lack of private outdoor living space. Notification: Any restricted discretionary activity under MCP-R105 shall not require the written consent of affected persons and shall not be notified or limited-notified unless Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.

MCP-R63	Impervious Areas	
	Activity Status: Permitted Where: 1. The impervious area within the site does not exceed 65% of the net site area. 2. The impervious area is set back at least 5m from Mean High Water Springs and the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences).	Activity Status when compliance not achieved: Restricted Discretionary Matters of Discretion: 1. The effectiveness of the proposed method for controlling stormwater runoff. 2. That the proposal will maintain and enhance the amenity values of the area. 3. That esplanade areas and waterfront walkways are appropriately safeguarded.

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MCP-R64	Building and Major Structure Coverage	
	Activity Status: Permitted Where: 1. The maximum cumulative building and major structure coverage is 45% of the net site area.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The scale and bulk of buildings and major structures in relation to the site and the existing built density of the locality. 2. The outlook and privacy of adjoining and adjacent properties. 3. Visual dominance of buildings and major structures.

MCP-R65	Fences	
	Activity Status: Permitted Where: 1. The fence has a maximum height of 2m above ground level. 2. Fencing within 3m of a road boundary, except any state highway, is at least 50% visually permeable for any portion above 1m high. 3. Fencing along a boundary shared with an Open Space and Recreation Zone is at least 50% visually permeable for any portion above 1.5m high. 4. The fence is not fortified with barbed wire, broken glass or any form of electrification.	Activity Status when compliance not achieved: Restricted Discretionary Matters of Discretion: 1. Effects of shading and visual dominance on adjoining properties. 2. Urban design and passive surveillance. 3. Effects on streetscape character and amenity. 4. Health and safety effects.

Figure 1: Examples of fences solid up to 1m and 50% visually permeable between 1m and 2m high

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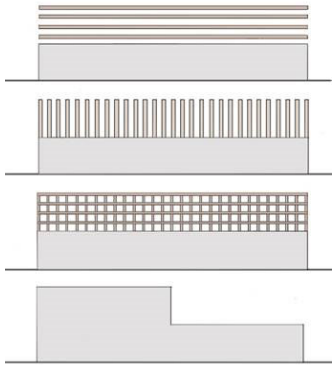

MCP-R66	Garages	
	Activity Status: Permitted Where: 1. A ground floor garage which faces the street occupies less than 40% of the site frontage.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Effects on streetscape character of the area. 2. Effects on urban design and passive surveillance.

MCP-R67	Car Parking	
	Activity Status: Permitted Where: 1. Formed car parking spaces (excluding garages) are located at least 2m from any road boundary, excluding any on-street car parking.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Effects on the safety and efficiency of the transport network. 2. Effects on pedestrian and cyclist safety and navigability. 3. Effects on streetscape character and amenity.

MCP-R68	Outdoor Areas of Storage or Stockpiles	
	Activity Status: Permitted Where: 1. The outdoor area of storage or stockpile: a. Complies with rules MCP-R59 b. Complies with rules MCP-R60 – 61 and MCP-R64.	Activity Status when compliance with MCP-R68(b) – (c) not achieved: Restricted Discretionary Matters of discretion:

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	2. Is screened from view from public places and surrounding sites, except for construction materials to be used on-site for a maximum period of 12 months within each 10-year period from [operative date].	1. Effects in relation to dust and odour. 2. Visual amenity effects. 3. The matters of discretion in MCP-R60 – 61 and MCP-R64. Activity Status when compliance with MCP-R68(1)(a) not achieved: Discretionary.

MCP-R69 MCP-R70	Supported Residential Care Retirement Village	
	Activity Status: Permitted Where: 1. The activity generates less than 25 traffic movements per site, per day.	Activity Status when compliance not achieved: Discretionary

MCP-R71 MCP-R72	Principal Residential Unit Minor Residential Unit	
	Activity Status: Permitted Where: 1. Every principal residential unit provides a Net Floor Area of at least: a. For 1 bedroom – 45m^2 b. For 2 bedrooms – 70m^2 c. For 3 bedrooms – 90m^2 2. Every residential unit provides a living area that can receive direct sunlight for at least 5 hours on the winter solstice. 3. There is a separation distance of at least 6m from any window in a habitable room to a window of a habitable room in a separate residential unit (excluding any ancillary minor residential unit) where there is a direct line of sight between the windows.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The design, size and layout of buildings to provide appropriate privacy and amenity for occupants on-site. Notification: Any restricted discretionary activity under MCP-R71 – R72.1 – 2 shall not require the written consent of affected persons and shall not be notified or limited-notified unless Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.

MCP-R73	Retail Activity
MCP-R74	Commercial Services
MCP-R75	Food and Beverage Activity
MCP-R76	Care Centre
MCP-R77	Visitor Accommodation

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	Activity Status: Permitted Where: 1. The activity is an ancillary activity to a residential unit on the site. 2. The principal operator of the activity is a permanent resident on the site. 3. The activity does not include, before 0800 or after 1800 on any day, the operation of machinery, receiving customers or the loading or unloading of vehicles. 4. The activity generates less than 20 traffic movements per site, per day. 5. There is no car parking between the residential unit and the road. 6. In addition to the principal operator, the activity has no more than two other persons engaged in providing the activity. 7. The activity does not exceed the use of 15% of the total gross floor area of all buildings on the site. 8. The total area of signage is less than 0.25m^2 per site. 9. There is no illuminated or moving signage. 10. Each visitor accommodation unit provides an outdoor living court of at least 6m^2 and at least 1.8m depth.	Activity Status when compliance with up to two of rules MCP-R73 – R77.4-10 is not achieved: Discretionary Activity Status when compliance with more than two of the rules is not achieved or when compliance with any of rules MCP-R73 – R77.1 – 3 is not achieved: Non-Complying

MCP-R78	Multi Unit Development	
	Activity Status: Restricted Discretionary Where: 1. The activity meets Rules MCP-R59 Building and Major Structure Height, MCP-R60 Building and Major Structure Setbacks, MCP-R61 Building and Major Structure Height in Relation to Boundary, MCP-R64 Building and Major Structure Coverage and MCP-R66 Garages. Matters of discretion: 1. Appropriate privacy and amenity of the occupants on-site and that of adjoining sites. 2. Sufficient sunlight access to outdoor living space and habitable rooms within the site. 3. The proximity of the site to communal or public open space that has the potential to mitigate any lack of private outdoor living space. 4. The relationship to the street and public open spaces 5. Building intensity, scale, location, form and appearance. 6. Design of parking and access. 7. The suitability of the particular area for increased residential density, including: a. The availability and accessibility of open space, public amenities and commercial activities in proximity.	Activity Status when compliance not achieved: Discretionary *Note: Any application shall comply with information requirement MCP-REQ5.*

Commented [B&A8]: Altered from underlying zone

Precincts (PREC)

b. Capacity and availability of infrastructure.
c. Road access and effects on transport, including availability of public and active transport options.

Notification:

Any restricted discretionary activity under MCP-R78 shall not require the written consent of affected persons and shall not be notified or limited-notified unless Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.

MCP-R79	Place of Assembly
MCP-R80	Emergency Services
MCP-R81	Educational Facilities
	Activity Status: Discretionary Where: 1. The activity is a primary activity or ancillary activity.

MCP-R82	Entertainment Facilities
MCP-R83	Service Stations
MCP-R84	Funeral Home
MCP-R85	Recreational Facilities
MCP-R86	Hospital
MCP-R87	General Commercial
MCP-R88	General Community
	Activity Status: Non-Complying Where: 1. The activity is a primary activity or ancillary activity.

MCP-R89	Rural Production Activities
MCP-R90	Industrial Activities
	Activity Status: Prohibited Where: 1. The activity is a primary activity or ancillary activity.

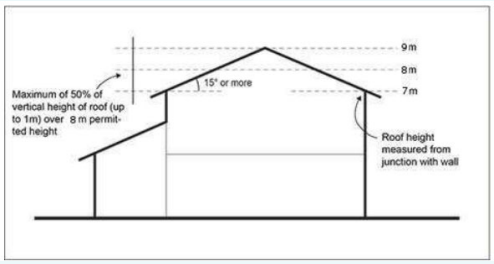
Precincts (PREC)

Sub-Precinct D - General Residential:

Commented [B&A9]: Rules within this section are duplicated from the WDC Right of Reply Version of the General Residential Provisions, unless otherwise stated.

MCP-R91	Minor Buildings
	Activity Status: Permitted Note: Minor buildings are exempt from rules, MCP-R92-R94 & MCP-R97.

Commented [B&A10]: Altered from underlying zone rule. Inclusion of provision for pitched roof flexibility from MDR.

MCP-R92	Building and Major Structure Height	
	Activity Status: Permitted Where: 1. The maximum building height and major structure height is 8m above ground level. 2. Buildings must not exceed the limits specified **MCP–R92-1**, except that 50 per cent of a building's roof elevation, measured vertically from the junction between wall and roof, may exceed this height by 1m, where the entire roof slopes 15 degrees or more as shown in **Figure MCP-R92-1**. **Figure MCP-R92-1: Building Height Flexibility for Pitched Roofs**  	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Effects on the amenity of adjoining sites. 2. The extent to which visual dominance effects are minimised.

MCP-R93	Building and Major Structure Setbacks	
	Activity Status: Permitted Where: 1. Habitable rooms of a building are set back at least: a. 4.5m from road boundaries. b. 3m from side and rear boundaries, allowing for one 1.5m setback. 2. All non-habitable major structures and buildings, and non-habitable rooms of buildings, are set back at least: a. 4.5m from road boundaries. b. 1.5m from any other boundary, allowing for a 0m setback for a maximum length of 7.5m on any	Activity Status when compliance not achieved with MCP-R93.1 – 2: Restricted Discretionary Matters of discretion: 1. The outlook and privacy of adjoining and adjacent properties. 2. Effects of shading and visual dominance on adjoining properties. 3. Effects on the streetscape character of the area. 4. Effects on the safety and efficiency of the transport network. 5. The potential to establish an esplanade reserve.

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	single boundary and a maximum total length of 10.5m on all boundaries. c. 2.5m from a habitable room on any other site. 3. All buildings and major structures are set back at least 20m from Mean High Water Springs and the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences).	6. Impacts on the amenity of any adjacent public walkway. Activity Status when compliance not achieved with MCP-R93.3: Restricted Discretionary Matters of discretion: 1. The effectiveness of the proposed method for controlling stormwater runoff. 2. That the proposal will maintain and enhance the amenity values of the area. 3. That esplanade areas and waterfront walkways are appropriately safeguarded.

MCP-R94	Building and Major Structure Height in Relation to Boundary	
	Activity Status: Permitted Where: 1. All buildings and major structures do not exceed a height equal to 3m above ground level plus the shortest horizontal distance between that part of the building or major structure and any boundary that is not adjoining a road or Business Zone. *Compliance Standards:* *1. Measurements for this rule can be taken from the furthest boundary when adjoining an access lot/access leg.* *2. A gable end, dormer or roof may exceed the height in relation to boundary where that portion exceeding the height in relation to boundary is:* *a. No greater than 1.5m² in area and no greater than 1m in height; and* *b. No greater than 2.5m cumulatively in length measured along the edge of the roof.* *3. No more than two gable ends, dormers or portions of roof may exceed the height in relation to boundary on any single site boundary.*	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The outlook and privacy of adjoining and adjacent properties. 2. Effects of shading and visual dominance on adjoining and adjacent properties.

MCP-R95	Outdoor Living Court	
	Activity Status: Permitted Where: 1. Every principal residential unit: a. With one or more habitable rooms at ground floor level provides an outdoor living court of at least 20m² and at least 4m depth. b. With all habitable rooms above ground floor provides an outdoor	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Appropriate privacy and amenity of the occupants on-site. 2. Sufficient sunlight access to outdoor living spaces within the site.

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	living court of at least 8m^2 and at least 2m depth. 2. Every minor residential unit: a. With one or more habitable rooms at ground floor level provides an outdoor living court of at least 10m^2 and at least 2.4m depth. b. With all habitable rooms above ground floor provides an outdoor living court of at least 6m^2 and at least 1.8m depth. 3. The outdoor living court is able to receive direct sunlight for at least 5 hours on the winter solstice over at least 50% of the minimum space required under MCP-R95.1-2.	3. The proximity of the site to communal or public open space that has the potential to mitigate any lack of private outdoor living space. Notification: Any restricted discretionary activity under MCP-R95 shall not require the written consent of affected persons and shall not be notified or limited-notified unless Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.

MCP-R96	Impervious Areas	
	Activity Status: Permitted Where: 1. The impervious area within the site does not exceed 60% of the net site area. 2. The impervious area is set back at least 5m from Mean High Water Springs and the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences).	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The effectiveness of the proposed method for controlling stormwater runoff. 2. That the proposal will maintain and enhance the amenity values of the area. 3. That esplanade areas and waterfront walkways are appropriately safeguarded.

MCP-R97	Building and Major Structure Coverage	
	Activity Status: Permitted Where: 1. The maximum cumulative building and major structure coverage is 40% of the net site area.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The scale and bulk of buildings and major structures in relation to the site and the existing built density of the locality. 2. The outlook and privacy of adjoining and adjacent properties. 3. Visual dominance of buildings and major structures.

MCP-R98	Fences

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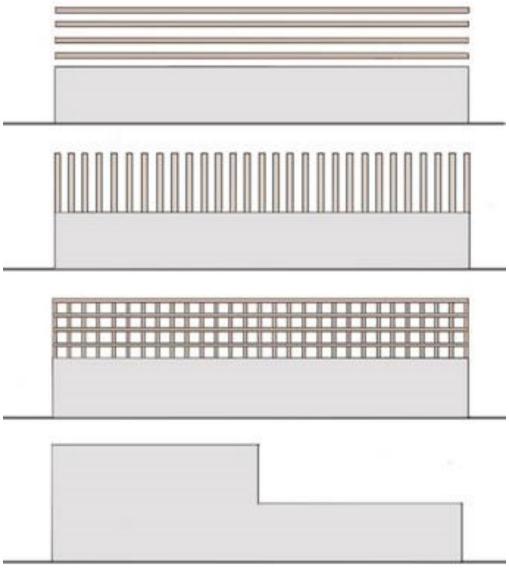
	Activity Status: Permitted Where: 1. The fence has a maximum height of 2m above ground level. 2. Fencing within 3m of a road boundary, except any state highway, is at least 50% visually permeable for any portion above 1m high. 3. Fencing along a boundary shared with an Open Space and Recreation Zone is at least 50% visually permeable for any portion above 1.5m high. 4. The fence is not fortified with broken glass. 5. The fence is not fortified with any form of electrification or barbed wire except for stock exclusion purposes.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Effects of shading and visual dominance on adjoining properties. 2. Urban design and passive surveillance. 3. Effects on streetscape character and amenity. 4. Health and safety effects.

Figure 1: Examples of fences solid up to 1m and 50% visually permeable between 1m and 2m high



MCP-R99	Car Parking	
	Activity Status: Permitted Where: 1. Formed car parking spaces are located at least 2m from any road	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Effects on the safety and efficiency of the transport network.

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	boundary, excluding any on-street car parking.	2. Effects on pedestrian and cyclist safety and navigability. 3. Effects on streetscape character and amenity.

MCP-R100	Outdoor Areas of Storage or Stockpiles	
	Activity Status: Permitted Where: 1. The outdoor area of storage or stockpile: a. Complies with rules MCP-R102 b. Complies with rules MCP-R103 – 104 and R107. 2. Is screened from view from public places and surrounding sites, except for construction materials to be used on-site for a maximum period of 12 months within each 10-year period from [operative date].	Activity Status when compliance with MCP-142(b) – (c) not achieved: Restricted Discretionary Matters of discretion: 1. Effects in relation to dust and odour. 2. Visual amenity effects. 3. The matters of discretion in MCP-R103 – 104 and R107. Activity Status when compliance with MCP-R142(a) not achieved: Discretionary.

MCP-R101 MCP-R102	Supported Residential Care Retirement Village	
	Activity Status: Permitted Where: 1. The activity generates less than 25 traffic movements per site, per day.	Activity Status when compliance not achieved: Restricted Discretionary Where: 1. The activity meets Rules MCP-R92 Building and Major Structure Height, MCP-R93 Building and Major Structure Setbacks, MCP-R94 Building and Major Structure Height in Relation to Boundary, MCP-R97 Building and Major Structure Coverage. Matters of discretion: 1. Appropriate privacy and amenity of the occupants on-site and that of adjoining sites. 2. Sufficient sunlight access to outdoor living space and habitable rooms within the site. 3. The proximity of the site to communal open space that has the potential to mitigate any lack of private outdoor living space. 4. The relationship to the street and public open spaces

Commented [B&A11]: Altered from underlying zone

Precincts (PREC)

	5. Building intensity, scale, location, form and appearance. 6. Design of parking and access. 7. The suitability of the site for increased residential density, including: a. The availability and accessibility of open space, and private or public amenities and common facilities. b. Capacity and availability of infrastructure. c. Road access and effects on transport, including availability of public and active transport options. Activity Status when compliance is not achieved: Discretionary Note: Any application shall comply with information requirement MCP-REQ5.

MCP-R103	Principal Residential Unit	
	Activity Status: Permitted Where: 1. The maximum density is 1 principal residential unit per 400m^2 net site area provided that one principal residential unit is permitted on a site of any size. 2. The principal residential unit is separated by at least 3m from any other detached residential unit (excluding any ancillary minor residential unit). 3. The principal residential unit is separated by at least 6m from any other detached residential unit where there is an outdoor living court between the residential units (excluding any ancillary minor residential unit).	Activity Status when compliance not achieved: Discretionary *Note: Any application shall comply with information requirement MCP -REQ5.*

MCP-R104	Minor Residential Unit	
	Activity Status: Permitted Where:	Activity Status when compliance not achieved: Discretionary

Precincts (PREC)

	1. The maximum density is 1 minor residential unit per principal residential unit on the site. 2. The nearest distance between the minor residential unit and the principal residential unit does not exceed 15m. 3. The maximum GFA of the minor residential unit (including decking and garage areas) is 90m^2.	*Note: Any application shall comply with information requirement MCP -REQ5.*

MCP-R105 MCP-R106 MCP-R107 MCP-R108 MCP-R109	Retail Activity Commercial Services Food and Beverage Activity Care Centre Visitor Accommodation	
	Activity Status: Permitted Where: 1. The activity is an ancillary activity to a residential unit on the site. 2. The principal operator of the activity is a permanent resident on the site. 3. The activity does not include, before 0800 or after 1800 on any day, the operation of machinery, receiving customers or the loading or unloading of vehicles. 4. The activity generates less than 20 traffic movements per site, per day. 5. There is no car parking between the residential unit and the road. 6. In addition to the principal operator, the activity has no more than two other persons engaged in providing the activity. 7. The activity does not exceed the use of 15% of the total GFA of all buildings on the site. 8. The total area of signage is less than 0.25m^2, per site. 9. There is no illuminated or moving signage. 10. Each visitor accommodation unit provides an outdoor living court of at least 6m^2 and at least 1.8m depth.	Activity Status when compliance with up to two of rules MCP-R105 – R109.4-10 is not achieved: Discretionary Activity Status when compliance with more than two of the rules is not achieved or when compliance with any of rules MCP-R105 – R109.1 – 3 is not achieved: Non-Complying *Note 1: Any application shall comply with information requirement MCP -REQ5.*

MCP-R110	Multi Unit Development

Commented [B&A12]: Rule altered from underlying zone. Retained from notified version, with tweaks to include additional criteria/matters of discretion in line with MRZ rule.

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	Activity Status: Restricted Discretionary Where: 1. The activity meets Rules MCP-R92 Building and Major Structure Height, MCP-R93 Building and Major Structure Setbacks, MCP-R94 Building and Major Structure Height in Relation to Boundary, MCP-R97 Building and Major Structure Coverage. Matters of discretion: 1. Appropriate privacy and amenity of the occupants on-site and that of adjoining sites. 2. Sufficient sunlight access to outdoor living space and habitable rooms within the site. 3. The proximity of the site to communal or public open space that has the potential to mitigate any lack of private outdoor living space. 4. The relationship to the street and public open spaces 5. Building intensity, scale, location, form and appearance. 6. Design of parking and access. 7. The suitability of the particular area for increased residential density, including: a. The availability and accessibility of open space, public amenities and commercial activities in proximity. b. Capacity and availability of infrastructure. c. Road access and effects on transport, including availability of public and active transport options. Notification: Any restricted discretionary activity under MCP-R110 shall not require the written consent of affected persons and shall not be notified or limited-notified unless Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.	Activity Status when compliance not achieved: Discretionary *Note: Any application shall comply with information requirement MCP-REQ5.*

MCP-R111	Place of Assembly
MCP-R112	Emergency Services
MCP-R113	Educational Facilities
	Activity Status: Discretionary Where: 1. The activity is a primary activity or ancillary activity.

MCP-R114	Entertainment Facilities

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MCP-R115	Service Stations
MCP-R116	Funeral Home
MCP-R117	Recreational Facilities
MCP-R118	Hospital
MCP-R119	General Commercial
MCP-R120	General Community
MCP-R121	Farming
	Activity Status: Non-Complying Where: 1. The activity is a primary activity or ancillary activity.

Commented [B&A13]: Altered from underlying zone

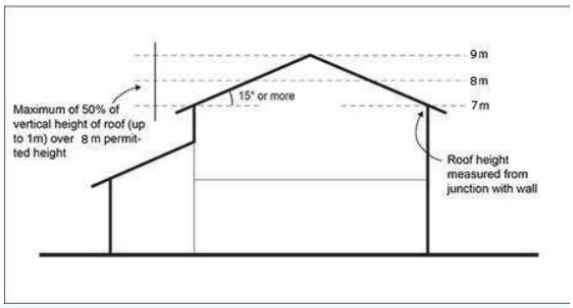
MCP-R122	Plantation Forestry
MCP-R123	Intensive Livestock Farming
MCP-R124	Farm Quarrying
MCP-R125	Industrial Activities
	Activity Status: Prohibited Where: 1. The activity is a primary activity or ancillary activity.

Precincts (PREC)

Sub-Precinct E - Low Density Residential:

Commented [B&A14]: Rules within this section are duplicated from the WDC Right of Reply Version of the Low Density Provisions, unless otherwise stated.

MCP-R126	Minor Buildings
	Activity Status: Permitted Note: Minor buildings are exempt from rules MCP-R127-R130.

MCP-R127	Building and Major Structure Height	
	Activity Status: Permitted Where: 1. The maximum building height and major structure height is 8m above ground level. 2. Buildings must not exceed the limits specified in MCP R127-1, except that 50 per cent of a building's roof elevation, measured vertically from the junction between wall and roof, may exceed this height by 1m, where the entire roof slopes 15 degrees or more as shown in **Figure MCP-R127-1**. **Figure MCP-R127 -1: Building Height Flexibility for Pitched Roofs**  	Activity Status when compliance not achieved: Discretionary

Commented [B&A15]: Altered from underlying zone

MCP-R128	Building and Major Structure Setbacks	
	Activity Status: Permitted Where: 1. All buildings and major structures are set back at least: a. 4.5m from road boundaries. b. 3m from side and rear boundaries, allowing for one 2m setback. c. 27m from Mean High Water Springs and the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences).	Activity Status when compliance not achieved with MCP-R128.1(a) – (b): Restricted Discretionary Matters of discretion: 1. The outlook and privacy of adjoining and adjacent properties. 2. Effects of shading and visual dominance on adjoining properties. 3. Effects on the streetscape character of the area.

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	4. Effects on the safety and efficiency of the transport network. Activity Status when compliance not achieved with MCP-R128.1(c): Discretionary

MCP-R129	Building and Major Structure Height in Relation to Boundary	
	Activity Status: Permitted Where: 1. All buildings and major structures do not exceed a height equal to 3m above ground level plus the shortest horizontal distance between that part of the building or major structure and any boundary that is not adjoining a road. *Compliance Standard:* 1. *Measurements for this rule can be taken from the furthest boundary when adjoining an access lot/access leg.*	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The outlook and privacy of adjoining and adjacent properties. 2. Effects of shading and visual dominance on adjoining and adjacent properties.

MCP-R130	Building and Major Structure Coverage	
	Activity Status: Permitted Where: 1. The maximum cumulative building and major structure coverage is 35% of the net site area.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The scale and bulk of buildings and major structures in relation to the site and the existing built density of the locality. 2. The outlook and privacy of adjoining and adjacent properties. 3. Visual dominance of buildings and major structures.

Commented [B&A16]: Altered from underlying zone

MCP-R131	Impervious Areas	
	Activity Status: Permitted Where: 1. The impervious area within the site does not exceed 45% of the net site area. 2. The impervious area is set back at least 5m from Mean High Water Springs and the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences).	Activity Status when compliance not achieved: Discretionary

Commented [B&A17]: Altered from underlying zone

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MCP-R132	Fences	
	Activity Status: Permitted Where: 1. The fence has a maximum height of 2m above ground level. 2. The fence is not fortified with broken glass. 3. The fence is not fortified with any form of electrification or barbed wire except for stock exclusion purposes.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Effects of shading and visual dominance on adjoining properties. 2. Urban design and passive surveillance. 3. Effects on streetscape character and amenity. 4. Health and safety effects.

MCP-R133	Car Parking	
	Activity Status: Permitted Where: 1. Formed car parking spaces are located at least 2m from any road boundary, excluding any on-street car parking.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Effects on the safety and efficiency of the transport network. 2. Effects on pedestrian and cyclist safety and navigability. 3. Effects on streetscape character and amenity.

MCP-R134	Outdoor Areas of Storage or Stockpiles	
	Activity Status: Permitted Where: 1. The outdoor area of storage or stockpile: a. Complies with rules MCP-R127 b. Complies with rules MCP-R128 – 130. 2. Is screened from view from public places and surrounding sites, except for construction materials to be used on-site for a maximum period of 12 months within each 10-year period from [operative date].	Activity Status when compliance with MCP-134(b) – (c) not achieved: Restricted Discretionary Matters of discretion: 3. Effects in relation to dust and odour. 4. Visual amenity effects. 5. The matters of discretion in MCP-R128 – R130. Activity Status when compliance with MCP-R134(a) not achieved: Discretionary.

MCP-R135 MCP-R136	Supported Residential Care Retirement Village	
	Activity Status: Permitted Where: 1. The activity generates less than 25 traffic movements per site, per day.	Activity Status when compliance not achieved: Discretionary

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MCP-R137	Principal Residential Unit	
	Activity Status: Permitted Where: 1. The maximum density is 1 principal residential unit per 800m^2 net site area where the unit is connected to reticulated sewerage, provided that one principal residential unit is permitted on a site of any size. 2. The maximum density is 1 principal residential unit per 2,000m^2 net site area where the unit is not connected to reticulated sewerage, provided that one principal residential unit is permitted on a site of any size.	Activity Status when compliance not achieved: Discretionary

Commented [B&A18]: Altered from underlying zone

MCP-R138	Minor Residential Unit	
	Activity Status: Permitted Where: 1. The maximum density is 1 minor residential unit per principal residential unit on the site. 2. The nearest distance between the minor residential unit and the principal residential unit does not exceed 15m. 3. The maximum GFA of the minor residential unit (including decking and garage areas) is 90m2.	Activity Status when compliance not achieved: Discretionary

MCP-R139 MCP-R140 MCP-R141 MCP-R142 MCP-R143	Retail Activity Commercial Services Food and Beverage Activity Care Centre Visitor Accommodation	
	Activity Status: Permitted Where: 1. The activity is an ancillary activity to a residential unit on the site. 2. The principal operator of the activity is a permanent resident on the site. 3. The activity does not include, before 0800 or after 1800 on any day, the operation of machinery, receiving customers or the loading or unloading of vehicles.	Activity Status when compliance with up to two of rules MCP-R139-R143.4-10 is not achieved: Discretionary Activity Status when compliance with more than two of the rules is not achieved or when compliance with any of rules MCP-R139 –

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4. The activity generates less than 20 traffic movements per site, per day. 5. There is no car parking between the residential unit and the road. 6. In addition to the principal operator, the activity has no more than two other persons engaged in providing the activity. 7. The activity does not exceed the use of 15% of the total GFA of all buildings on the site. 8. The total area of signage is less than 0.25m^2 per site. 9. There is no illuminated or moving signage. 10. Each visitor accommodation unit provides an outdoor living court of at least 6m^2 and at least 1.8m depth.	R144.1 – 3 is not achieved: Non-Complying

MCP-R144	Place of Assembly
MCP-R145	Educational Facilities
	Activity Status: Discretionary Where: 1. The activity is a primary activity or ancillary activity.

MCP-R146	Entertainment Facilities
MCP-R147	Service Stations
MCP-R148	Funeral Home
MCP-R149	Recreational Facilities
MCP-R150	Emergency Services
MCP-R151	Hospital
MCP-R152	General Commercial
MCP-R153	General Community
MCP-R154	Farming
	Activity Status: Non-Complying Where: 1. The activity is a primary activity or ancillary activity.

MCP-R155	Plantation Forestry
MCP-R156	Intensive Livestock Farming
MCP-R157	Farm Quarrying
MCP-R158	Industrial Activities

Commented [B&A19]: Altered from underlying zone

Precincts (PREC)

	Activity Status: Prohibited Where: 1. The activity is a primary activity or ancillary activity.

MCP- SUB1	Subdivision in the Low Density Residential Zone	
	Activity Status: Controlled Where: 1. Every allotment: a. Where the allotment is vacant contains an identified building area of at least 100m^2 within which a residential unit can be built so that there is compliance as a permitted activity with the Low Density Residential Zone rules. b. Every allotment is connected to a reticulated sewerage system has a net site area of at least 800m^2. c. Every allotment not connected to a reticulated sewerage system has a net site area of at least 2,000m^2. d. Can contain a circle with a diameter of 16m, or a square of at least 14m by 14m. Matters over which control is reserved: 1. Matters listed in the How the Plan Works chapter.	Activity Status when compliance not achieved: Discretionary

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Sub-Precinct F – Commercial (South):

Commented [B&A20]: Rules within this section are duplicated from the WDC Decisions Version of the Commercial Zone provisions, unless otherwise stated.

MCP-R159	Minor Buildings
	Activity Status: Permitted Note: Minor buildings are exempt from rules MCP-R160-R162

MCP-R160	Building and Major Structure Height	
	Activity Status: Permitted Where: 1. The maximum building height and major structure height is 12m above ground level.	Activity Status when compliance not achieved: Discretionary

Commented [B&A21]: Altered from underlying zone

MCP-R161	Building and Major Structure Setbacks	
	Activity Status: Permitted Where: 1. All buildings and major structure are set back at least< a. 3m from any Residential, Waterfront or Open Space and Recreation Zone boundary. b. 27m from Mean High Water Springs or the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences).	Activity Status when compliance with MCP-R161.1 and 2(a) is not achieved: Restricted Discretionary Matters of discretion: 1. Any special or unusual characteristics of the site which is relevant to the rule. 2. The functional and operational needs of commercial activities. 3. The effects on the amenity of neighbouring sites. 4. The effects on the amenity of neighbouring zones. 5. The characteristics of the development. Activity Status when compliance with rules MCP-R161.2(b) is not achieved: Discretionary

Commented [B&A22]: Altered from underlying zone

MCP-R162	Building and Major Structure Height in Relation to Boundary

Precincts (PREC)

	Activity Status: Permitted Where: 1. All buildings and major structures do not exceed a height equal to 4m above ground level plus the shortest horizontal distance between that part of the building or major structure and any Residential, Waterfront or Open Space and Recreation Zone boundary.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The outlook and privacy of adjoining and adjacent properties. 2. Effects of shading and visual dominance on adjoining properties. 3. Effects on adjoining zones.

MCP-R163	Building Frontages
	Activity Status: Permitted Where: 1. At least 25% of the building frontage at ground floor is clear glazing.
	Activity Status when compliance not achieved: Discretionary

Commented [B&A23]: Altered from underlying zone

MCP-R164	Impervious Areas
	Activity Status: Permitted Where: 1. The impervious area within the site does not exceed 90% of the net site area. 2. The impervious area is set back at least 5m from Mean High Water Springs and the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences).
	Activity Status when compliance not achieved: Discretionary

MCP-R165	Fences
	Activity Status: Permitted Where:
	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion:

Precincts (PREC)

	1. Fencing within 2m of a road boundary is no higher than 2m. 2. Fencing adjoining a Mixed-Use, Residential, Waterfront or Open Space and Recreation Zone or road boundary is not fortified with barded wire, broken glass or any form of electrification.	1. Effects of shading and visual dominance on adjoining properties. 2. Effects on urban design and passive surveillance. 3. Effects on streetscape character and amenity. 4. The extent to which the fencing is necessary due to health and safety reasons.

MCP-R166	Landscaping	
	Activity Status: Permitted Where: 1. An area not less than 2m in depth along the site frontage of One Tree Point Road, State Highway 15A, and Waiwarawara Drive is landscaped with a combination of trees, shrubs, and ground cover.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The outlook and privacy of adjoining and adjacent properties. 2. Streetscape character and amenity. 3. Effects of shading and visual dominance on adjoining properties. 4. Effects on adjoining zones.

Commented [B&A24]: New rule differs from underlying zone

MCP-R167	Hours of Operation	
	Activity Status: Permitted Where: 1. Any activity which operates or is open for visitors, clients, deliveries or servicing outside the hours of 06:00 and 22:00 and is located at least 50m from any Residential or Waterfront Zone boundary, except that cleaning and administrative activities may take place outside of these hours.	Activity Status when compliance not achieved: Discretionary

MCP-R168	Outdoor Areas of Storage or Stockpiles

Precincts (PREC)

	Activity Status: Permitted Where: 1. The outdoor area of storage or stockpile: a. Complies with rules MPC-R160. b. Complies with rules MCP-R161-R162. c. Is screened from view from adjacent public places and Residential, Waterfront or Open Space and Recreation Zones except for construction materials to be used on-site for a maximum period of 12 months within each 10-year period from [operative date].	Activity Status when compliance not achieved with MCP-R168.1 (b) – (c): Restricted Discretionary Matters of discretion: 1. Effects in relation to dust and odour 2. Visual amenity effects; 3. Matters of discretion in MCP-R161 – 62. Activity Status when compliance not achieved with MCP-R168.1 (a): Discretionary

MCP-R169 MCP-R170 MCP-R171 MCP-R172 MCP-R173	Manufacturing Storage Repair and Maintenance Services Artisan Industrial Activities Marine Industry	
	Activity Status: Permitted Where: 1. The activity is a primary activity or ancillary activity. 2. The maximum Business Net Floor Area 1,000m^2. 3. The activity is located at least 30m from any: a. Existing sensitive activity in the Mixed-Use Zone. b. Residential or Open Space and Recreational Zone boundary. 4. All site boundaries which are adjoining a Residential, Waterfront or Open Space and Recreation Zone are planted with trees or shrubs to a minimum height of 1.8m above ground level and a minimum	Activity Status when compliance not achieved: Discretionary

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	depth of 1m, except within 5m of a road boundary where the maximum height is 1.2m above ground level.	

MCP-R174	Motor Vehicle Sales	
MCP-R175	Garden Centres	
MCP-R176	Trade Suppliers	
MCP-R177	Marine Retail	
MCP-R178	Drive Through Facilities	
MCP-R179	Hire Premise	
MCP-R180	Commercial Services	
MCP-R181	Service Stations	
	Activity Status: Permitted Where: 1. The activity is a primary activity or ancillary activity. 2. All site boundaries which are adjoining a Residential, Waterfront or Open Space and Recreation Zone are planted with trees or shrubs to a minimum height of 1.8m above ground level and a minimum depth of 1m, except within 5m of a road boundary where the maximum height is 1.2m above ground level. 3. The maximum business net floor area for Trade Suppliers is 600m^2.	Activity Status when compliance not achieved: Discretionary

Commented [B&A25]: Altered from underlying rule.

MCP-R182	General Retail	
	Activity Status: Permitted Where: 1. The retail activity is an ancillary activity to a permitted activity on-site an dis less than 100m^2 GFA per site; or 2. The goods sold on-site are also manufactured on-site, provided that the retailing shall be an ancillary activity to the manufacturing. For this rule manufacturing excludes	Activity Status when compliance not achieved: Non-Complying

Precincts (PREC)

	activities which comprise only the packaging, labelling, sorting, mixing or assembling of pre-made products.	

MCP-R183	Food and Beverage Activities	
	Activity Status: Permitted Where: 1. The activity is a primary activity or ancillary activity. 2. The maximum GFA is 250m² per site. 3. The activity is not open for visitors or clients outside the hours of 06:00-16:00. 4. All site boundaries which are adjoining a Residential, Waterfront or Open Space and Recreation Zone are planted with trees or shrubs to a minimum height of 1.8m above ground level and a minimum depth of 1m, except within 5m of a road boundary where the maximum height is 1.2m above ground level.	Activity Status when compliance not achieved: Discretionary

MCP-R184 MCP-R185 MCP-R186 MCP-R187	Grocery Store Recreational Facilities Emergency Services Educational Facilities	
	Activity Status: Permitted Where: 1. The activity is a primary activity or ancillary activity. 2. All site boundaries which are adjoining a Residential, Waterfront or Open Space and Recreation Zone are planted with trees or shrubs to a minimum height of 1.8m above ground level and a minimum depth of 1m, except within 5m of a road boundary where the maximum height is 1.2m above ground level.	Activity Status when compliance not achieved: Discretionary

Precincts (PREC)

MCP-R188	Entertainment Facilities
MCP-R189	Funeral Home
MCP-R190	Place of Assembly
MCP-R191	Care Centre
MCP-R192	Hospital
MCP-R193	General Commercial
MCP-R194	General Community
	Activity Status: Discretionary Where: 1. The activity is a primary activity or ancillary activity.

MCP-R195	Visitor Accommodation	
MCP-R196	Residential Activity	
	Activity Status: Discretionary Where: 1. The activity is a primary activity or ancillary activity. 2. The site accommodating the activity does not adjoin State Highway 15.	Activity Status when compliance not achieved: Non-complying Activity

Commented [B&A26]: Altered from underlying rule

Commented [B&A27]: Altered from underlying rule

MCP-R197	Rural Production Activity
MCP-R198	Landfill Activity
MCP-R199	Waste Management Facility
MCP-R200	General Industry
	Activity Status: Non-Complying Where: 1. The activity is a primary activity or ancillary activity.

MCP- SUB2	Subdivision in the Commercial Zone (South) sub-precinct	
	Activity Status: Controlled Where:	Activity Status when compliance not achieved: Restricted Discretionary Matters of Discretion

Precincts (PREC)

	1. Every unit title allotment created under the Unit Titles Act 2010 has a net site area of at least 50m^2. 2. Every allotment has a: a. Net site area not less than 300m^2. b. Frontage no less than 15m, or 30m in the case of a corner allotment, or 6m in the case of a rear site. Matters over which control is reserved: 1. Matters listed in the How the Plan Works chapter.	1. The effect of the design and layout of the allotments and whether it enables the efficient use of land. 2. The effects of infrastructure and servicing. 3. Matters listed in the How the Plan Works Chapter.

Precincts (PREC)

Sub-Precinct G – Commercial (North):

Commented [B&A29]: Rules within this section are duplicated from the WDC Decisions Version of the Commercial Zone provisions, unless otherwise stated.

MCP-R201	Minor Buildings
	Activity Status: Permitted Note: Minor buildings are exempt from rules MCP – R202-R204.

MCP-R202	Building and Major Structure Height	
	Activity Status: Permitted Where: 1. The maximum building height and major structure height is 12m above ground level.	Activity Status when compliance not achieved: Discretionary

Commented [B&A30]: Altered from underlying zone

MCP-R203	Building and Major Structure Setbacks	
	Activity Status: Permitted Where: 1. The building is within 1m of road boundaries for at least 50% of the site frontage for any front site, excluding buildings and major structures for service stations and frontages where a strategic road protection area applies as detailed in TRA Appendix 4. 2. All buildings and major structure are set back at least a. 3m from any Residential, Waterfront or Open Space and Recreation Zone boundary. b. 27m from Mean High Water Springs or the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences).	Activity Status when compliance with MCP-R160.1 and 2(a) is not achieved: Restricted Discretionary Matters of discretion: 1. Any special or unusual characteristics of the site which is relevant to the rule. 2. The functional and operational needs of commercial activities. 3. The effects on the amenity of neighbouring sites. 4. The effects on the amenity of neighbouring zones. 5. The characteristics of the development. Activity Status when compliance with rules MCP-R160.2(b) is not achieved: Discretionary

Commented [B&A31]: Altered from underlying rule

Precincts (PREC)

MCP-R204	Building and Major Structure Height in Relation to Boundary	
	Activity Status: Permitted Where: 1. All buildings and major structures do not exceed a height equal to 4m above ground level plus the shortest horizontal distance between that part of the building or major structure and any Residential, Waterfront or Open Space and Recreation Zone boundary.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The outlook and privacy of adjoining and adjacent properties. 2. Effects of shading and visual dominance on adjoining properties. 3. Effects on adjoining zones.

MCP-R205	Building Frontages	
	Activity Status: Permitted Where: 1. At least 25% of the building frontage at ground floor is clear glazing.	Activity Status when compliance not achieved: Discretionary

Commented [B&A32]: Altered from underlying zone.

MCP-R206	Impervious Areas	
	Activity Status: Permitted Where: 1. The impervious area within the site does not exceed 90% of the net site area. 2. The impervious area is set back at least 5m from Mean High Water Springs and the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences).	Activity Status when compliance not achieved: Discretionary

Precincts (PREC)

MCP-R207	Fences	
	Activity Status: Permitted Where: 1. Fencing within 2m of a road boundary is no higher than 2m. 2. Fencing adjoining a Mixed-Use, Residential, Waterfront or Open Space and Recreation Zone or road boundary is not fortified with barded wire, broken glass or any form of electrification.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Effects of shading and visual dominance on adjoining properties. 2. Effects on urban design and passive surveillance. 3. Effects on streetscape character and amenity. 4. The extent to which the fencing is necessary due to health and safety reasons.

MCP-R208	Hours of Operation	
	Activity Status: Permitted Where: 1. Any activity which operates or is open for visitors, clients, deliveries or servicing outside the hours of 06:00 and 22:00 and is located at least 50m from any Residential or Waterfront Zone boundary, except that cleaning and administrative activities may take place outside of these hours.	Activity Status when compliance not achieved: Discretionary

MCP-R209	Landscaping	
	Activity Status: Permitted Where: 1. An area not less than 2m in depth along the site frontage is landscaped with a combination of trees, shrubs, and low height amenity planting.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The outlook and privacy of adjoining and adjacent properties. 2. Streetscape character and amenity. 3. Effects of shading and visual dominance on adjoining properties. 4. Effects on adjoining zones.

Commented [B&A33]: New Rule

Precincts (PREC)

MCP-R210	Outdoor Areas of Storage or Stockpiles	
	Activity Status: Permitted Where: 1. The outdoor area of storage or stockpile: a. Complies with rules MPC-R202. b. Complies with rules MPC-203.2 and MCP-204. c. Is screened from view from adjacent public places and Residential, Waterfront or Open Space and Recreation Zones except for construction materials to be used on-site for a maximum period of 12 months within each 10-year period from [operative date].	Activity Status when compliance not achieved with MCP-R210.1 (b) – (c): Restricted Discretionary Matters of discretion: 1. Effects in relation to dust and odour 2. Visual amenity effects; 3. Matters of discretion in MCP-R203 – 204. Activity Status when compliance not achieved with MCP-R210.1 (a): Discretionary

MCP-R211 MCP-R212 MCP-R213 MCP-R214 MCP-R215	Manufacturing Storage Repair and Maintenance Services Artisan Industrial Activities Marine Industry	
	Activity Status: Permitted Where: 1. The activity is a primary activity or ancillary activity. 2. The maximum Business Net Floor Area 1,000m^2. 3. The activity is located at least 30m from any: a. Existing sensitive activity in the Mixed-Use Zone. b. Residential or Open Space and Recreational Zone boundary. 4. All site boundaries which are adjoining a Residential, Waterfront or Open Space and Recreation	Activity Status when compliance not achieved: Discretionary

Precincts (PREC)

	Zone are planted with trees or shrubs to a minimum height of 1.8m above ground level and a minimum depth of 1m, except within 5m of a road boundary where the maximum height is 1.2m above ground level.	

MCP-R216 MCP-R217 MCP-R218 MCP-R219 MCP-R220 MCP-R221 MCP-R222 MCP-R223	Motor Vehicle Sales Garden Centres Trade Suppliers Marine Retail Drive Through Facilities Hire Premise Commercial Services Service Stations	
	Activity Status: Permitted Where: 1. The activity is a primary activity or ancillary activity. 2. All site boundaries which are adjoining a Residential, Waterfront or Open Space and Recreation Zone are planted with trees or shrubs to a minimum height of 1.8m above ground level and a minimum depth of 1m, except within 5m of a road boundary where the maximum height is 1.2m above ground level.	Activity Status when compliance not achieved: Discretionary

MCP-R224	General Retail	
	Activity Status: Permitted Where: 1. The retail activity is an ancillary activity to a permitted activity on-site and is less than 100m^2 GFA per site; or 2. The goods sold on-site are also manufactured on-site, provided that the retailing shall be an ancillary activity to the manufacturing. For this	Activity Status when compliance not achieved: Non-Complying

Precincts (PREC)

	rule manufacturing excludes activities which comprise only the packaging, labelling, sorting, mixing or assembling of pre-made products.	

MCP-R225	Food and Beverage Activities	
	Activity Status: Permitted Where: 1. The activity is a primary activity or ancillary activity. 2. The maximum GFA is 250m² per site. 3. The activity is not open for visitors or clients outside the hours of 06:00-16:00. 4. All site boundaries which are adjoining a Residential, Waterfront or Open Space and Recreation Zone are planted with trees or shrubs to a minimum height of 1.8m above ground level and a minimum depth of 1m, except within 5m of a road boundary where the maximum height is 1.2m above ground level.	Activity Status when compliance not achieved: Discretionary

MCP-R226 MCP-R227 MCP-R228 MCP-R229	Grocery Store Recreational Facilities Emergency Services Educational Facilities	
	Activity Status: Permitted Where: 1. The activity is a primary activity or ancillary activity. 2. All site boundaries which are adjoining a Residential, Waterfront or Open Space and Recreation Zone are planted with trees or shrubs to a minimum height of 1.8m above ground level and a minimum depth of 1m, except within 5m of a road boundary where the maximum height is 1.2m above ground level.	Activity Status when compliance not achieved: Discretionary

Precincts (PREC)

MCP-R230	Entertainment Facilities
MCP-R231	Funeral Home
MCP-R232	Place of Assembly
MCP-R233	Care Centre
MCP-R234	Hospital
MCP-R235	General Commercial
MCP-R236	General Community
MCP-R237	Visitor Accommodation
	Activity Status: Discretionary Where: 1. The activity is a primary activity or ancillary activity.

MCP-R238	Rural Production Activity
MCP-R239	Landfill Activity
MCP-R240	Waste Management Facility
MCP-R241	Residential Activity
MCP-R242	General Industry
	Activity Status: Non-Complying Where: 1. The activity is a primary activity or ancillary activity.

Commented [B&A34]: Altered from underlying zone.

MCP- SUB3	Subdivision in the Commercial Zone (North) sub-precinct	
	Activity Status: Controlled Where: 1. Every unit title allotment created under the Unit Titles Act 2010 has a net site area of at least 50m^2. 2. Every allotment has a: a. Net site area not less than 300m^2. b. Frontage no less than 15m, or 30m in the case of a corner allotment, or 6m in the case of a rear site.	Activity Status when compliance not achieved: Restricted Discretionary Matters of Discretion 1. The effect of the design and layout of the allotments and whether it enables the efficient use of land. 2. The effects of infrastructure and servicing. 3. Matters listed in the How the Plan Works Chapter.

Precincts (PREC)

Matters over which control is reserved:

1. Matters listed in the How the Plan Works chapter.

Precincts (PREC)

Information Requirements

MCP – REQ1	Staging of Development with Transport Upgrades Information Requirement – Transport Assessment
Transport Assessment	1. Any application pursuant to Rule MCP-R4 shall include a Transport Assessment prepared by a suitably qualified and experienced professional detailing and/or assessing the following: a. A description of the site characteristics, existing development, existing traffic conditions and trip generation, proposed activity and its intensity. b. An assessment of the features of the existing transport network, including the following where relevant to the proposal: i. Existing access arrangements, on-site car parking and crossing locations. ii. Existing internal vehicle and pedestrian circulation. iii. Existing walking and cycling networks. iv. Existing public transport service routes and frequencies including bus stops and lanes. c. An assessment of the traffic generation of the proposal including all modes of transport that would support the development or subdivision proposed. d. An assessment of the extent to which increased use of public transport or other shared mode provides additional capacity within the transport network including by implementing travel demand management measures. e. The accessibility for pedestrians and cyclists and how the design of the development will encourage walking and cycling to nearby destinations such as reserves, other public spaces and commercial or community facilities. f. An assessment of the effects on the safety and efficiency of the adjacent road network. g. An assessment of the extent to which residential development is coordinated with retail and commercial development within Marsden City to minimise trips outside of the precinct providing additional capacity within the transport network. h. Timing and development of any transport upgrades, including an updated and current cumulative total of total residential units, total retail GFA, and Commercial GFA in the precinct to enable assessment of the thresholds in Table MCP-R4. i. Evidence of any consultation undertaken with NZ Transport Agency. j. An assessment of intersection operational criteria, including: i. State Highway 15/One Tree Point Road/McCathie Road intersection operational criteria: a) all-day: 95th percentile queues (not average queues) for each movement at intersections and whether: • they come within any location on SH15 where sight distance cannot be achieved • queues extend beyond dedicated storage lanes b) no individual traffic movement should have a level of service (LOS) worse than LOS E, or have a degree of

Precincts (PREC)

	saturation higher than 95%. If the baseline scenario already operates at LOS F, then: • degrees of saturation should be no more than the baseline scenario; or • delay should not increase beyond the baseline scenario by more than 5%. **Note:** Degree(s) of saturation is defined to be the proportion of actual traffic movements using the intersection to the theoretical maximum capacity of the intersection. c) The overall intersection LOS should be no worse than LOS D. ii. One Tree Point Road intersections with Marsden City (Pokapu Road, Roosevelt Road and Casey Road) operational criteria: a) All-day: 95th percentile queues (not average queues) for each movement at intersections should not result in: • queues extending through upstream intersections; or • queues extending beyond dedicated storage lanes. b) All day: No individual traffic movement should have a level of service (LOS) worse than LOS E, or have a degree of saturation higher than 95%. If the baseline scenario already operates at LOS F, then: • degrees of saturation should be no more than the baseline scenario; or • delay should not increase beyond the baseline scenario by more than 5%. Note: Degree(s) of saturation is defined to be the proportion of actual traffic movements using the intersection to the theoretical maximum capacity of the intersection. c) The overall intersection LOS should be no worse than LOS D.

MCP – REQ2	Development of Street Network – Transport Assessment
Transport Assessment	1. Any application pursuant to MCP-R5 shall include an Integrated Transport Assessment prepared by a suitably qualified and experienced professional detailing and/or assessing the following: a. An assessment detailing the extent to which the design of the road network is generally in accordance with the indicative locations shown on MCPA "Indicative Road Network". b. An assessment detailing the extent to which the design of roads is generally in accordance with MCPA "Road Cross Sections". c. An assessment detailing the extent to which an alternative layout achieves an integrated street network within the MCP. d. An assessment detailing how the proposed street network complies with the Whangarei District Council Engineering Standards.

Precincts (PREC)

	e. An assessment of how the proposal provides for traffic and pedestrian safety within MCP.

MCP – REQ3	Residential at Ground Floor – Urban Design Assessment
Urban Design	1. All applications pursuant to MCP-R18 shall include an urban design assessment prepared by a suitably qualified and experienced professional which details: a. **An analysis of how the proposal meets MCP-P4– Mixed Use Streetscape including by:** i. Providing a planted and/or fenced setback to the street or public open space for the part of the site that is not required to adjoin the street. Landscaping or fencing should be low enough to allow direct sightlines from a pedestrian in the street or public open space to the front of a balcony ii. Raising the balcony and floor plate of the ground floor dwellings above the level of the adjoining street or public open space to a height sufficient to provide privacy for residents and enable them to over-look the street or public open space.

MCP – REQ4	Outlook – Urban Design Assessment
Urban Design	1. All applications pursuant to MCP-R19 shall include an urban design assessment prepared by a suitably qualified and experienced professional which details: a. **An analysis of how the proposal meets MCP-P6 (a) and MCP-P6 (b) – Residential Amenity including by:** i. Ensuring a reasonable standard of visual privacy between habitable rooms of different buildings on the same or adjacent sites; ii. Managing visual dominance effects within a site by ensuring that habitable rooms have outlook and sense of space. iii. Ensuring daylight for living areas in dwellings, supported residential care and boarding houses.

Precincts (PREC)

MCP-REQ5	Information Requirement – Urban Design and Density
	1. All applications for resource consent pursuant to MCP-R78 and MCP-R101-R110 shall include an urban design assessment prepared by a suitably qualified and experienced professional which details: a. An analysis of the site in relation to its context, including: i. The character and scale of surrounding development including any cultural relationships or historic heritage features. ii. ii. The landform and topography of the site and surrounding environment. b. An assessment of how the proposal is consistent with best practice urban design and MCP-P3 addressing the extent which development achieves attractive and safe streets and public open spaces by: i. providing doors, windows and/or balconies facing the street and public open spaces ii. minimising tall, visually impermeable fences iii. designing large scale development to provide for variations in building form and/or façade design as viewed from streets and public open spaces. iv. optimising front yard landscaping v. providing safe pedestrian access to buildings from the street vi. minimising the visual dominance of garage doors, walkways or staircases to upper level dwellings, and carparking within buildings a viewed from streets or public open spaces c. An assessment of how the proposal is consistent with best practice urban design and MCP-P6 addressing the extent which residential units are designed to meet the day to day needs of residents by: i. Orientate and locate windows to optimise privacy and encourage natural cross ventilation within the residential unit ii. Optimise sunlight and daylight access based on orientation, function, window design and location, and depth of the residential unit floor space iii. Provide secure and conveniently accessible storage for the number and type of occupants the residential unit is designed to accommodate. iv. Provide the necessary waste collection and recycling facilities in locations conveniently accessible and screens from streets and public open spaces. v. The extent to which outdoor living space: vi. Provides for access to sunlight vii. Provides privacy between the outdoor living space of adjacent dwellings on the same site and between outdoor living space and the street. viii. When provided at ground level, is located on generally flat land or otherwise functional d. An assessment of how the proposal is consistent with best practice urban design, including: i. Effects on the character of the area and neighbourhood, residential amenity and pedestrian and vehicular movements.

Precincts (PREC)

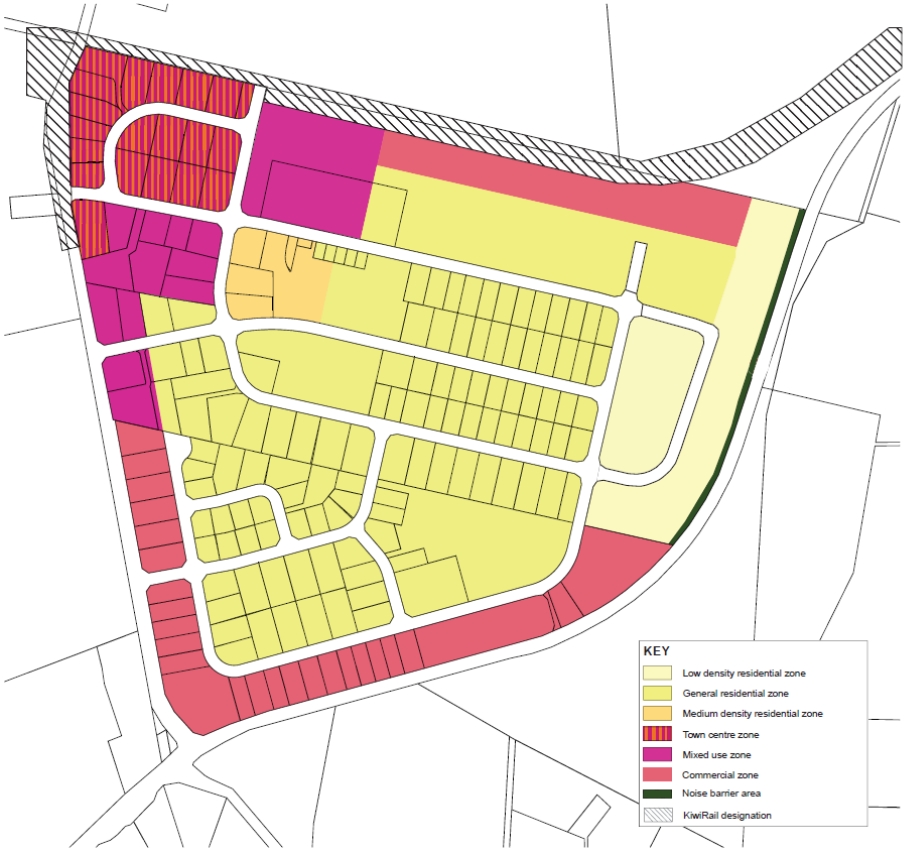
ii. The relationship of the proposed development to public places and how the proposal responds to any issues or characteristics identified in the site analysis.
iii. Any proposed measures to avoid or mitigate adverse effects on adjacent public places and residential sites.
iv. Any proposed measures to incorporate Māori design elements.
v. Any proposed measures to facilitate active and public transport.

e. Any consultation undertaken as part of any pre-application meetings with Council and any mitigation measures that were recommended by Council.

f. Any consultation undertaken with mana whenua and a summary of the results of that consultation.

Precincts (PREC)

MCP Appendix A: Zoning Map and Sub-Precincts



B&A
Urban & Environmental

Precincts (PREC)

Sub-Precinct Map

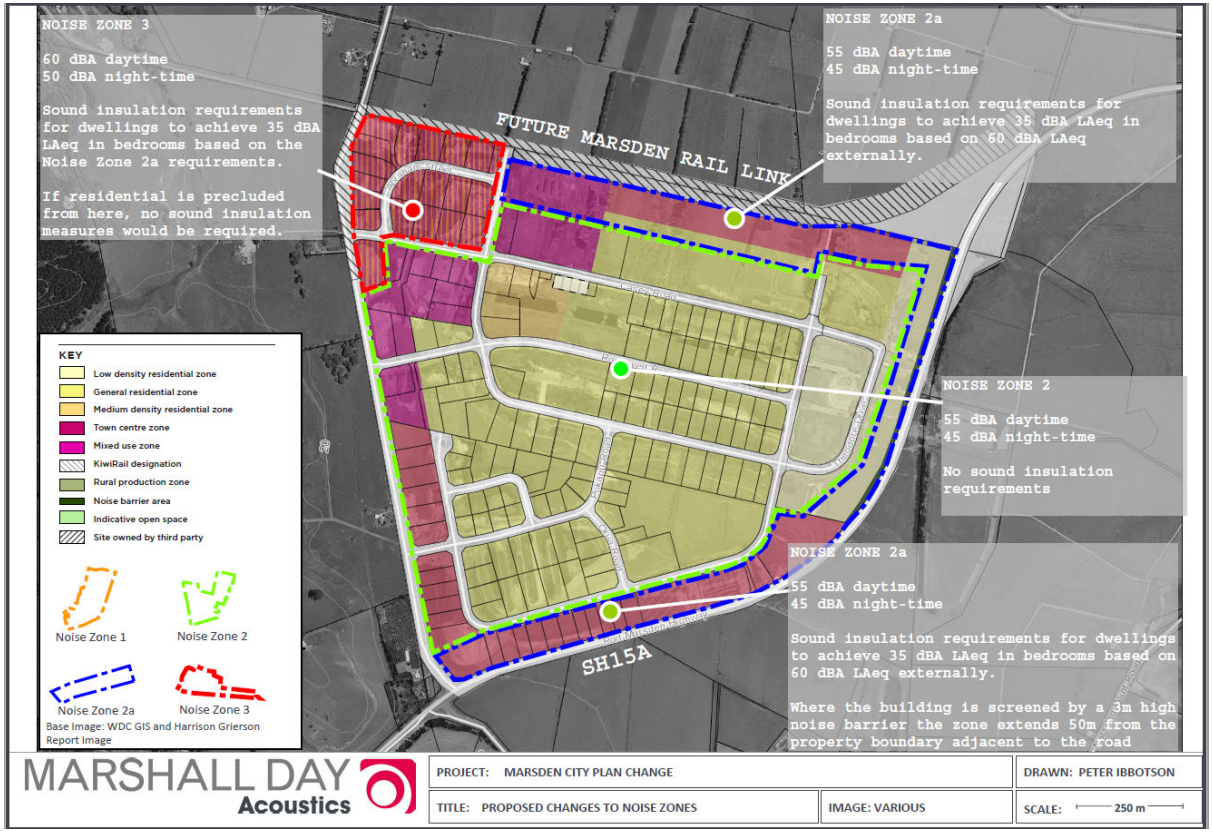
KEY

Scale 1:6,000 @ A3

A - Town Centre Zone
B - Mixed Use Zone
C - Medium Density Residential Zone
D - General Residential Zone
E - Low Density Residential Zone
F - Commercial Zone (South)
G - Commercial Zone (North)

Precincts (PREC)

MCP Appendix B: Noise Area Plan



Precincts (PREC)

MCP Appendix C: Noise Bund and Acoustic Fence Requirements

Noise Bund Requirements:

1. The required noise bund must be constructed from soil to a total height of 3m.
2. The batter slopes and top width of the bund should be determined geotechnically. Figure MCP-AppC-1 shows a batter slope of 2:1, however a steeper slope will not affect the performance of the bund.
3. A combination of a bund and acoustic fence can also be utilised provided that in combination, they reach a total height of 3m. Any acoustic fence constructed on top of the earth bund shall be constructed in accordance with the specifications within Figure MCP-AppC-2.
4. The bund and / or acoustic fence must be maintained in perpetuity as an acoustically effective barrier.

Figure MCP-AppC-1

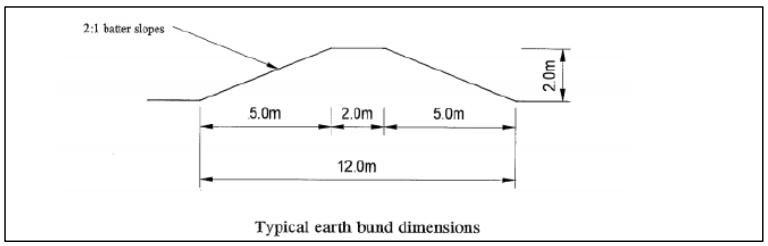
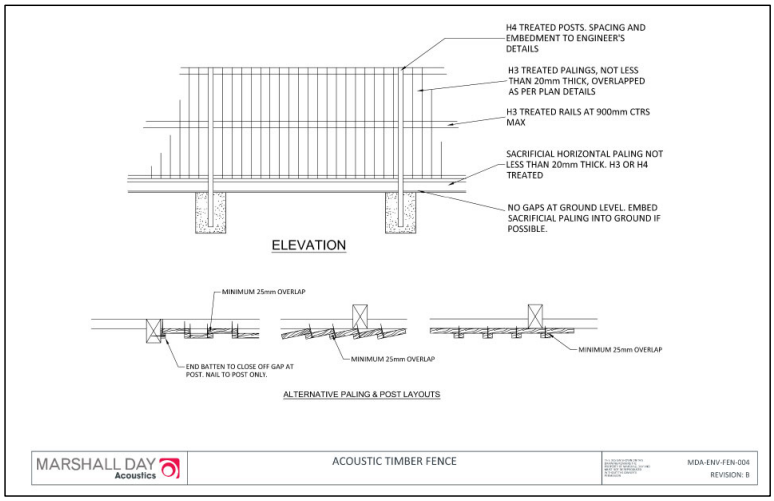
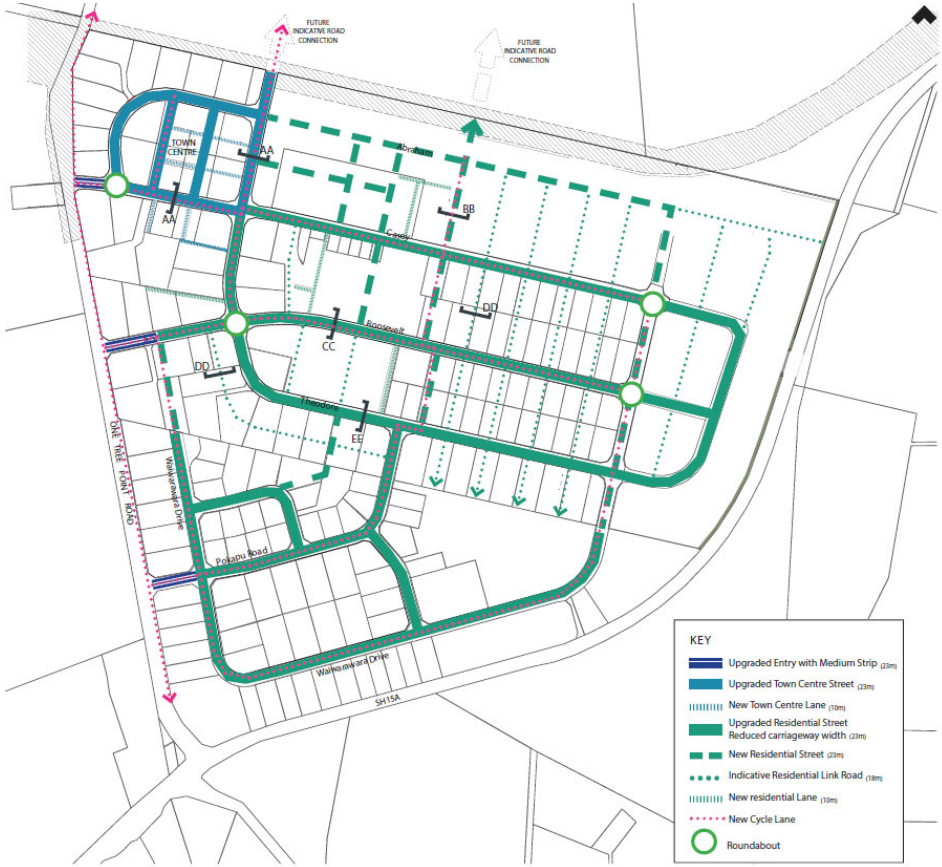


Figure MCP-AppC-2



Precincts (PREC)

MCP Appendix D: Road Network and Cross Sections



Precincts (PREC)

ROAD CROSS SECTIONS

Not to scale

ROAD DESCRIPTIONS

ROAD WIDTHS AND BERM DIMENSIONS DETAILED FOR EXISTING ROADS ARE SUBJECT TO SITE INVESTIGATION AND CONFIRMATION.

CROSS SECTIONS

AA Existing industrial street modified to new town centre street with cycle lanes

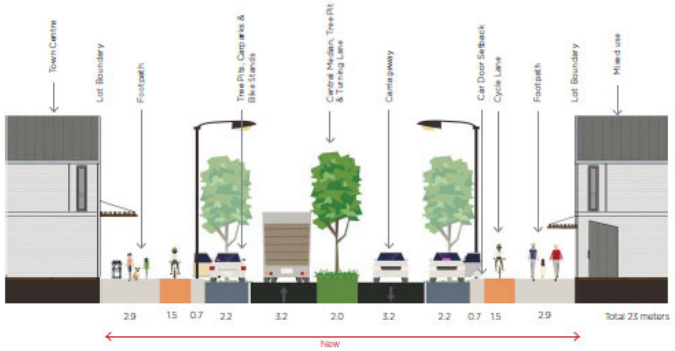
BB New residential street with cycle lanes

CC Existing industrial street retrofitted to residential with shared paths

DD New residential street &/or link road

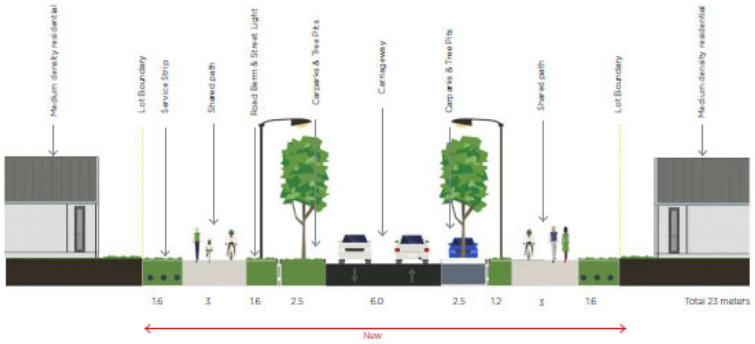
EE Existing industrial street retrofitted to residential with shared paths and bus stops to accommodate bus route

A A



NEW TOWN CENTER STREET WITH CYCLE X2

B B



NEW RESIDENTIAL WITH CYCLE

Precincts (PREC)

ROAD CROSS SECTIONS

Not to scale

ROAD DESCRIPTIONS

ROAD WIDTHS AND BERM DIMENSIONS DETAILED FOR EXISTING ROADS ARE SUBJECT TO SITE INVESTIGATION AND CONFIRMATION.

CROSS SECTIONS

AA Existing industrial street modified to new town centre street with cycle lanes

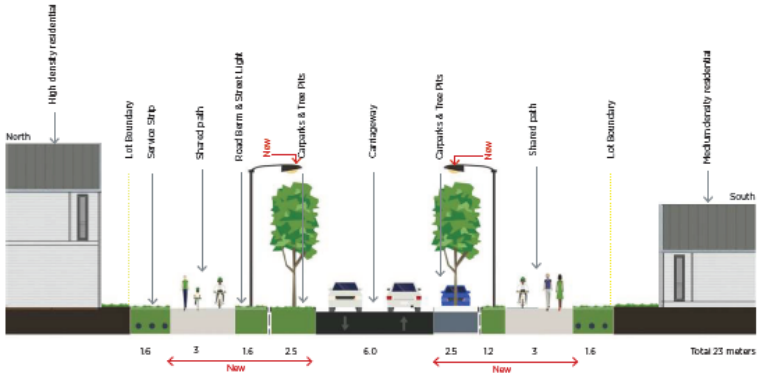
BB New residential street with cycle lanes

CC Existing industrial street retrofitted to residential with shared paths

DD New residential street &/or link road

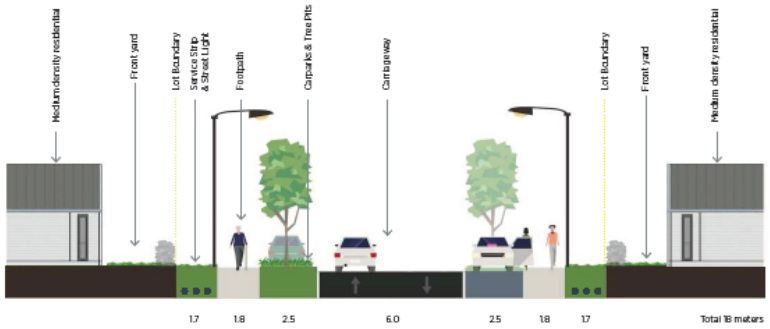
EE Existing industrial street retrofitted to residential with shared paths and bus stops to accommodate bus route

C C



RETROFIT RESIDENTIAL WITH CYCLE

D D

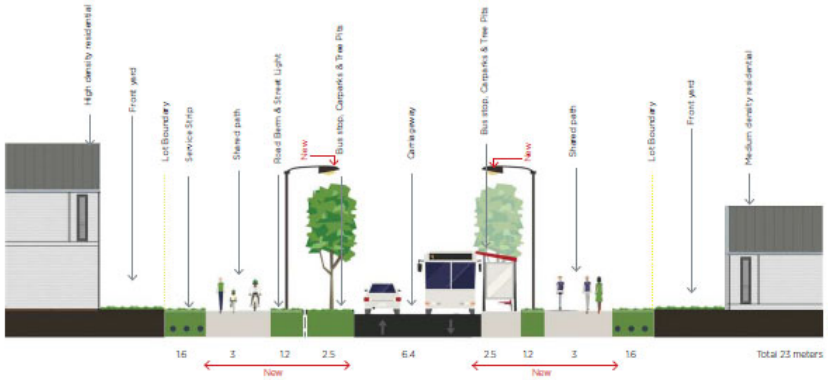


NEW RESIDENTIAL

New Road: Wider pedestrian footpaths, carriageway 6m, residential scale streetlights, tree pits and carpark lane included avoiding driveways, carparks open to footpath.
Design Issues: Establish Design Guidelines/Fencing Restrictions for lot front yards to enable passive surveillance of streetscape.

Precincts (PREC)

E E



RETROFIT RESIDENTIAL WITH CYCLE & BUS ROUTE

ROAD CROSS SECTIONS

Not to scale

ROAD DESCRIPTIONS

ROAD WIDTHS AND BERM DIMENSIONS DETAILED FOR EXISTING ROADS ARE SUBJECT TO SITE INVESTIGATION AND CONFIRMATION.

CROSS SECTIONS

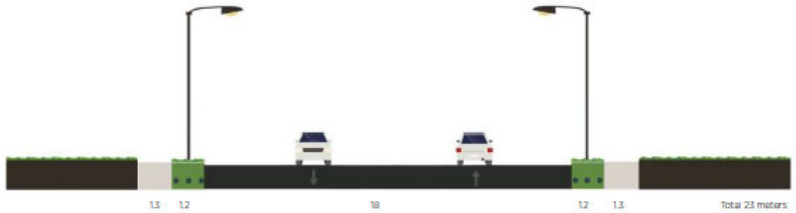
AA Existing industrial street modified to new town centre street with cycle lanes

BB New residential street with cycle lanes

CC Existing industrial street retrofitted to residential with shared paths

DD New residential street &/or link road

EE Existing industrial street retrofitted to residential with shared paths and bus stops to accommodate bus route



EXISTING ROAD

16 September 2020
C1284- 0920

Barker and Associates
PO Box 37,
Whangarei 0140

Attention: David Badham

MARSDEN PRIMARY CENTRE PRIVATE PLAN CHANGE: WHANGAREI DISTRICT COUNCIL REQUEST FOR INFORMATION

Dear David

On behalf of the GNLC Ltd, and further to our letter of 20 March 2020, we reaffirm support in principle to the proposed plan change, and confirm the amendments to the policies and rules as they affect GNLC Ltd in regard to the redrafting of provisions arising from the Council's request for further information.

GNLC also appreciates the opportunities provided for consultation in the preparation of these changes; however, it will review the plan change once notified and reserves its right to make submissions and / or further submissions to it should that be necessary.

Yours sincerely

Shane Hartley

Director
Terra Nova Planning Ltd (for GNLC)

Cc. Paul Gray: GNLC

Urban Form and Development Chapter (UFD)

Whangarei District Council

Subsequent to the receipt of appeals a 'marked up' version of the Decision Version of the District Plan was prepared. The provisions of the Decision Version of the Plan that are subject to an Environment Court appeal have been highlighted in yellow and annotated with an appeal number which contains a link to that notice of appeal. For a list of appeals, assigned numbers and any progress please visit the Urban and Services Plan Change page on our website.

Please also note that the following defined terms which appear throughout the Plan are subject to appeal:

- "Amateur Radio Configuration" [000115]
- "Building" [000115]
- "Major Structure" [000115]
- "Refinery Activities" [000126]

Issues

Urban form refers to the physical layout and design of the city. The way in which a district or city grows and its resulting urban form, can have significant impacts both positive and adverse, on its environment, the quality of life for its residents and the economic well-being of business.

The location and form in which urban development occurs in the District affects how efficiently services can be provided and amounts of energy consumed. Inefficient design in terms of lay-out and density can lead to an environment that is less sustainable in physical and social terms. Energy efficiency and conservation measures can be implemented by residential, commercial and industrial activities, and will slow the depletion of non-renewable energy resources.

This chapter contains the policy direction for the Urban Areas of Whangārei District. The District Growth and Development Chapter contains policy direction for Regionally Significant Infrastructure, including the hospital and airport.

Objectives and policies have been included to assist in the management of urban growth that will enable a range of lifestyle options and types of buildings while recognising the constraints to development in the District. One of the overarching objectives of this chapter is to provide strategic direction on the appropriate location, shape and form of future urban development in the Whangārei District, providing for a range of lifestyle choices and types of buildings whilst managing the impact of urban development on existing activities and valued resources.

The objectives and policies in this chapter guide decision making at the strategic level.

Objectives – Urban Area Form and Development	
UFD-O1 – Residential and Business Demand	Ensure that there are sufficient opportunities for the development of residential and business land to meet demand.
UFD-O2 – Urban Design	Promote high quality urban design that responds positively to the local context and the expected outcome for the zone.
UFD-O3 – Urban Amenity	Maintain the range of amenity values and characteristics of the Urban Area while enabling appropriate use and development. [000133]

Urban Form and Development Chapter (UFD)

Policies – Urban Area Form and Development	
UFD-P1 – Housing and Business Capacity	To ensure that there is sufficient residential and business development capacity by zoning land where development is feasible and: 1. Is serviced with development infrastructure; or 2. Funding for development infrastructure is identified in the Long Term Plan.
UFD-P2 – Alternative Modes of Transport	To support alternative modes of transport by promoting higher residential densities around Local Centre Zones and public transport infrastructure.
UFD-P3 – Urban Design	To maintain and enhance character and amenity values by applying high quality urban design that demonstrates how the development will contribute to a compact, connected, distinctive, diverse, attractive, appropriate, sustainable and safe urban form.
UFD-P4 – City Centre Zone	To ensure that the viability, vibrancy and activity of the City Centre is maintained and enhanced by applying the City Centre Zone to a limited area: 1. In the core of Whangārei City where a consolidated centre is maintained. 2. With high amenity values and active frontages at ground floor. 3. Where existing uses and development support a vibrant and pedestrianised environment.
UFD-PX – Marsden Town Centre Zone	To ensure the development of a viable, vibrant and attractive town centre in the Marsden Point / Ruakaka area that protects the primacy and function of the City Centre Zone by: 1. Applying the Marsden Town Centre Zone to the area of land defined in the Marsden City Precinct. 2. Ensuring that the size and nature of development in the Marsden Town Centre Zone does not compromise the role and function of the City Centre Zone. 3. Providing for a range of residential, commercial, retail and entertainment activities. 4. Ensuring that development establishes a high quality urban environment.
UFD-P5 – Shopping Centre Zone	To provide for compatible larger general retail activities by applying the Shopping Centre Zone where: 1. The combined existing net retail area exceeds 2,000m². 2. The net floor area for existing retail activities has a minimum average of 450m². 3. Three or more existing retailers are located at a single existing 'destination' shopping centre. 4. Multiple brands are present. 5. The shopping centre can be planned, managed and developed as a single facility. 6. Shared common public facilities (such as parking, restrooms, rest areas, pedestrian network) are provided.

Urban Form and Development Chapter (UFD)

	7. The City Centre Zone is within 1km of the shopping centre.
UFD-P6 – Commercial Zone	To provide for a mix of commercial, business and small scale industrial activities without materially reducing the economic potential of other Business Zones by applying the Commercial Zone in locations where: 1. There is a range of existing commercial, business and small scale industrial activities. 2. Good transport access is available. 3. The area is within 1km of the City Centre Zone or Marsden Town Centre Zone. 4. There is a low to moderate presence of active frontages at ground floor. 5. There is a low presence of residential and retail activities. 6. The criteria for other Business Zones are not met.
UFD-P7 – Mixed Use Zone	To improve the amenity adjacent to the City Centre and Marsden Town Centre Zone and provide opportunities for residential activities while minimising potential reverse sensitivity conflicts by providing for the Mixed Use Zone in locations that: 1. Are adjacent to the City Centre Zone or Marsden Town Centre Zone. 2. Are adjacent or in proximity to key arterial transport routes or the Waterfront Zone. 3. Have an existing presence of active frontages at ground floor. 4. Have an existing level of amenity that is compatible with residential activities.
UFD-P8 – Light Industrial Zone	To provide for small scale industrial activities and larger scale trade retail activities by providing for the Light Industrial Zone in locations that: 1. Contain an existing range of industrial and large scale retail activities. 2. Are in proximity to major transport routes. 3. Enable adverse effects on proximate Residential and Open and Recreation Zones to be avoided. 4. Have minimal existing active frontages at ground floor. 5. Have a supply of medium to large sized sites. 6. Are in proximity to key resources and infrastructure.
UFD-P9 – Heavy Industrial Zone	To enable noxious and large scale industrial activities to operate, expand and establish by providing for the Heavy Industrial Zone in locations that: 1. Contain an existing presence of large scale industrial activities. 2. Are in proximity to major transport routes. 3. Are not adjacent to Residential Zones. 4. Have no existing active frontages at ground floor. 5. Have an existing supply of large sized sites. 6. Are in proximity to key resources and infrastructure. 7. Will not compromise significant natural, historical or cultural features.
UFD-P10 – Local Centre Zone	To maintain the community focal point and provide convenient business and service activities by applying the Local Centre Zone in locations that: 1. Contain a range of existing small scale commercial and community activities to support the surrounding residential community.

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	2. Have predominately active street frontages and strong pedestrian networks. 3. Are not identified as hazard prone. 4. Are not located within 500m of the City Centre Zone and maintain the viability of the City Centre Zone and the Marsden Town Centre Zone. 5. Have an identified demand for business, service and community activities for the surrounding residential community.
UFD-P11 – Neighbourhood Centre Zone	To maintain the community focal point and provide convenient business and service activities by applying the Neighbourhood Centre Zone in locations that: 1. Contain a range of existing small scale commercial and community activities to support the surrounding residential community. 2. Have predominately active street frontages and strong pedestrian networks.
UFD-P12 – Waterfront Zone	To provide a mixed-use environment while protecting and promoting the maritime, open space, recreation and tourism themes of the Waterfront by applying the Waterfront Zone in locations: 1. Adjacent to the Open Space Zone, Hatea River or Waiarohia Stream. 2. In proximity to the Hatea Loop Walkway. 3. That are well connected to convenient transport routes and major facilities.
UFD-P13 – Residential Zones	To provide for a range of residential activities to accommodate the population growth of Whangārei District by applying: 1. The General Residential Zone in locations that: a. Are contiguous with existing Residential Zones in Whangārei City or Ruakaka/Marsden Point. b. Feature sufficient, safe and accessible transport networks to accommodate increased development. c. Are not identified as hazard prone. d. Do not comprise highly versatile soils, Outstanding Natural Landscapes or Features, High or Outstanding Natural Character, significant indigenous vegetation or high concentrations of archaeological sites. e. Are serviced by Council's reticulated three waters infrastructure with sufficient capacity available. f. Will not materially increase the potential for reverse sensitivity effects in the Rural Area. g. Will not compromise the rural character of an area. 2. The Medium Density Residential Zone in locations that: a. Meet the criteria under UFD-13.1. b. Are in proximity to commercial centres and sufficient Open Space and Recreation Zones. c. Are feasible for higher density residential development. d. Are well served by active transport and public transport modes.

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3. The Low Density Residential Zone in locations that:
   a. Are contiguous with existing Residential Zones on the fringe of Whangārei City.
   b. Are not identified as significantly hazard prone.
   c. Do not comprise highly versatile soils, Outstanding Natural Landscapes or Features, High or Outstanding Natural Character, significant indigenous vegetation or high concentrations of archaeological sites.
   d. Do not compromise the future expansion of urban growth.
   e. Will not materially increase the potential for reverse sensitivity effects in the Rural Area.
   f. Will not compromise the rural character of an area.
4. The Large Lot Residential Zone in locations that:
   a. Are contiguous with Residential Zones and Rural Urban Expansion Zone on the fringe of Whangārei City.
   b. Are predominantly of rural character.
   c. Are not identified as significantly hazard prone.
   d. Do not comprise Outstanding Natural Landscapes or Features or significant indigenous vegetation.
   e. Have existing low density of clustered residential development with a rural outlook.
   f. Do not compromise the future expansion of urban growth.
   g. Will not materially increase the potential for reverse sensitivity effects in the Rural Area.
   h. Will act as a transition from the Urban Area to the Rural Area.

Requested Further Information

Appendix 21

MARSDEN CITY PRIVATE PLAN CHANGE APPLICATION

16-Sep-2020

Marsden Point / Ruakaka
Whangarei

ASSESSMENT OF ENVIRONMENTAL EFFECTS
AND SECTION 32 STATUTORY ANALYSIS

B&A
Urban & Environmental

PREPARED FOR:
Marsden City Limited Partnership

CONTENTS

1.0 EXECUTIVE SUMMARY

This report provides an urban design assessment of a Private Plan Change request by Marsden City Limited Partnerships to rezone and amend District Plan provisions applying to 127ha of land encompassing an area identified in the Operative Whangarei District Plan as the Marsden Primary Centre.

Key findings of my assessment of the proposed provisions are:

- The town centre is well placed to serve the wider Marsden Point-Ruakaka area and, through the restricted discretionary process required to consent new buildings, is likely to achieve a high amenity and well-designed environment;
- The proposed roading plan provides a good level of overall connectivity within the Marsden City Precinct and future proofs connections to a potential railway station to the north;
- Additional connections from the Precinct east or south through to State Highway 15A would be desirable, but are not supported by NZTA; and
- As with development under the operative provisions, constructing buildings within the Precinct and changing it from its current largely undeveloped state will lead to the loss of some views to landscape features to the east, while likely retaining other views. On balance, I consider no new controls are needed to manage views to landscape features.

In reviewing the PPC provisions at section 7.0 of this report, I make a number of recommendations as to how the provisions would benefit from amendment in order to achieve appropriate urban design outcomes. Key recommendations include:

- Changing the zoning applying to the majority of Sub-Precinct B lots adjoining Waiwarawara Drive from Mixed Use to Commercial ('COMZ'), in order to discourage high density residential uses from establishing in these parts of the Precinct, due to their distance from the town centre;
- Introducing a number of bespoke rules to the COMZ lots, such as a reduced 12m maximum building height and a requirement for a landscaping strip along Waiwarawara Drive, in order to achieve a softer and less dominant interface with adjoining suburban residential housing within the Precinct;
- Requiring a 2m wide landscaping strip along the Precinct's One Tree Point Road frontage south of the town centre and along its State Highway 15A frontage, in order to address the potential visual effects of views to the backs of buildings and a required noise bund and acoustic fence;

- Introducing amendments to the town centre provisions to require restricted discretionary consent for building alterations and additions, in addition to new buildings, and to include as a matter of discretion the appearance of town centre lots from One Tree Point Road;
- Resolving issues in the provisions that require town centre and Mixed Use zone lots which have boundaries to One Tree Point Road / State Highway 15 and roads internal to the Precinct to 'front' both roads with, variously, principal building entries, high levels of glazing, minimum building setbacks and verandahs.
- Reducing the minimum required size of the open space proposed in the town centre to provide a better proportioned space and more efficiently meet the likely needs of the centre; and
- Suitably amending the provisions in order to ensure that there is a development trigger to require the amenity improvements, including wider footpaths and cycle lanes, shown on the cross sections for existing roads to be undertaken.

Subject to the recommendations I make in this report, I consider the PPC is supportable from an urban design perspective and will result in a built form that is an appropriate response to its context.

2.0 INTRODUCTION

2.1 REPORT PURPOSE AND STRUCTURE

This report provides an urban design assessment of a Private Plan Change ('PPC') to rezone 127ha of land in Marsden Primary Centre. The report is structured as follows:

- Summary of the site and surrounding area
- Summary of operative District Plan provisions applying to the site.
- Review of the Harrison Grierson Masterplan, which was an input to the PPC provisions;
- Overview of the purpose of the PPC;
- Urban design assessment of the PPC, including recommendations for amendments of PPC provisions;
- Concluding comments; and
- Appendix 1: Compilation of recommended changes to PPC provisions.

My urban design assessment at section 7.0 is divided into a number of topics. At the end of each topic, where relevant, I make recommendations for changes to the PPC provisions in order to achieve appropriate urban design outcomes. For ease of reference, all these recommended changes are ordered and compiled in Appendix 1. Reference should be made to that Appendix for a comprehensive list of recommended changes.

2.2 SCOPE OF INVOLVEMENT IN PROJECT

My involvement in the PPC began after a 21 April 2020 Clause 23 request for further information ('RFI') letter was received from Whangarei District Council. I had no involvement prior to this in the PPC – either in the drafting of PPC provisions or in the Harrison Grierson 'Marsden Primary Centre Proposed Masterplan Site and Context Analysis' (the 'HG Masterplan') that supports the Plan Change request.

My brief is to respond to the urban design RFIs in the Clause 23 letter from Council consultant urban designer Rebecca Skidmore and, in particular, to undertake an urban design assessment of the PPC, as requested by RFI 14.

In carrying out my assessment I have undertaken the following:

1. Attended a briefing from B&A consultant planners David Badham and Stacey Sharp on the background to the PPC;
2. Reviewed the following documents:

- The Operative Marsden Primary Centre provisions;
- Relevant PPC documents, including the s32 report, the proposed Marsden City Town Centre provisions, the proposed Marsden City Precinct Provisions, and the HG Masterplan;
- The Marsden Point-Ruakaka Structure Plan 2008; and
- Notified, Right of Reply and Decision versions of Proposed Urban Changes to the Whangarei District Plan with a focus on the following chapters: Urban Form and Development; Commercial zone; Mixed Use zone; Low Density Residential zone; General Residential zone; Medium Density Residential zone; Light Industry zone; Subdivision and Transport;

3. A desk-top review of the PPC site and wider area by using the Whangarei District Council's GIS website and also Google Maps Street View;
4. Visited the site in June 2020;
5. Made recommendations on changes to PPC provisions in order to achieve supportable urban design outcomes; and
6. Drafted this report.

3.0 SUMMARY OF THE SITE AND SURROUNDING AREA

The site and surrounding context is described thoroughly in both the s32 report and the HG Masterplan. I agree with the descriptions in those documents. I summarise key points below:

- The 127ha site is located within the Marsden Point / Ruakaka area, on the southern side of Whangarei Harbour, approximately 32km south of Whangarei City Centre.
- The site is bordered by One Tree Point Road on its western boundary and State Highway 15A ('SH15A') on its southern and eastern boundaries. These are major roads through the wider area, with SH15A providing a link between Marsden Point and Stage Highway 1.
- The site is surrounded by land currently used for rural purposes, including on its northern boundary. This directly adjoining land on the northern boundary is subject to a designation for a future railway line planned to connect to Marsden Point and NorthPort. I understand that the primary intention of this line is for freight purposes, however, there have been discussions about the line's potential for passenger use.
- Access to the site is obtained via three roads that intersect with One Tree Point Road: Casey Road, Roosevelt Road and Pokapu Road. These roads

form part of a simple existing road network within the site. Other existing roads include: Theodore Drive, which forms a large loop in the northern part of the site; Waiwarawara Drive, which runs parallel to One Tree Point Road and SH15A in the southern part of the site; and Abraham Street in the north-west corner of the site.

- The site is currently largely undeveloped. Existing buildings include the first dwellings of stage 1 of a retirement village, a panel beater, a 24-hour gym, and a timber yard, all at the southern end of the site. There are also three houses, used as show homes, on Casey Road.
- The site is essentially flat, except for an area on the north side of Casey Road on which there are mounds of excavated soil from earlier developments.
- The site is largely free of vegetation, other than grass cover, except for some areas of scrub in the northern and eastern portions.
- There are clear views from within the site to wider landscape features, including Bream Head, Mt Manaia and the Hen and Chicken Islands.

4.0 OPERATIVE WHANGAREI DISTRICT PLAN PROVISIONS

In the Operative Whangarei District Plan ('WDP'), the site is in the Marsden Primary Centre ('MPC'). The MPC provisions were developed following the adoption by Council of the Marsden Point-Ruakaka Structure Plan in 2009. That document identified Marsden Point-Ruakaka as a growth area in the District, with a projected population over time of 40,000 people. It also identified MPC as a new southern primary suburban centre for the District. I summarise aspects of the operative MPC provisions below.

The land which is the subject of the PPC application has two Environments in the operative provisions: a Town Centre South ('TCS') Environment in the north-west corner, and an Industry Environment in the three-quarters balance area.[1]

There are two neighbourhood centres in the Industry Environment, one south of Pokapu Road and the other at the far eastern end of Casey Road.

Land use activities are permitted in the TCS Environment where, amongst other matters, they comply with the TCS Precinct 1 Plan and Precinct 1 Standards.

The Precinct 1 Plan shows a layout of the town centre which has a high level of detail in the context of what is normally included within a District Plan – for example,

[1] The boundaries of these Environments also equate with 'Precinct 1' and 'Precinct 2' as shown on the plan on page 56 of the MPC chapter.

showing the location of a supermarket, 'apartments over shops', pedestrian crossings, and the marking of 'Special Entrance' corners.

Development standards of note within the TCS Environment (Precinct 1) are:

- Buildings fronting to the town centre main street (adjoining Casey Road) must: be built to the street boundary; have a minimum façade height of 7m; have street verandahs; and have a minimum of 50% permeable glazing.
- Buildings on 'Special Entrance' corners have a variety of requirements, such having a 'varied treatment so that no part of a wall exceeds a maximum length of 10m without articulation and/or variation of materials'.[2]

Provision of an urban design report by a suitably qualified expert for any land use application in the TCS Environment is a requirement via TCSE 1.6 Requisite Policy (3).

Development standards of note within the Industry Environment (Precinct 2) are:

- Sites fronting One Tree Point Road and SH15A must have no direct vehicle access to these roads;
- All sites must have a minimum 2m wide planted landscape strip along a road boundary, and additionally, for those sites fronting One Tree Point Road and SH15A, the landscape strip shall comprise a 'solid screen of trees a minimum of 2m in height.'[3]
- Buildings in the Industry Environment, which comprises the majority of the area, are permitted up to heights ranging from 15m to 35m.[4]

[2] Part B: Precinct 1 Standards (d)(i).

[3] Part B: Precinct 2 – Standards (b) and (d). In addition to a bespoke development standard applying to proposed buildings on these identified corners, the construction of new buildings on these sites is fully discretionary (TCSE 1.5(1)(vi)).

[4] Part B: Precinct 2 – Standard (g) – for parts of the Industry Environment outside a Policy Area, where heights up to 35m are permitted on no more than 35% of the net site area.

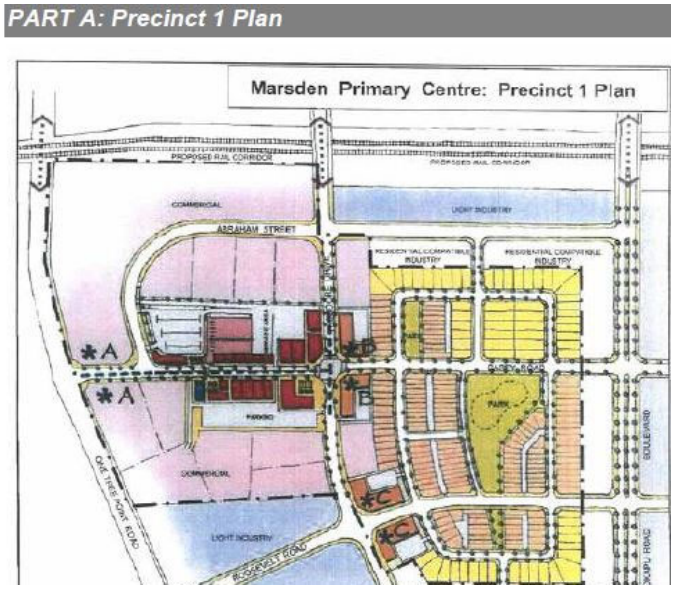

Figure 1: Precinct Plan 1 for the Town Centre South Environment in the operative MPC provisions

4.1 SUMMARY COMMENTS ON THE OPERATIVE MPC PROVISIONS

- The MPC anticipates a multi-storey mixed use town centre. The provisions for town centre development are, in my view, prescriptive, and tailored to a particular detailed development vision.
- Proposed new buildings within the town centre are subject to compliance with a small number of design based rules and the applicant providing an urban design assessment. However, they are otherwise permitted, and the applicant's urban design assessment is limited to demonstrating consistency with the narrowly focused Precinct 1 Plan.
- The Industry Environment, which occupies the majority of the site, enables buildings of substantial height.

5.0 HG MASTERPLAN

5.1 BACKGROUND TO THE MASTERPLAN

I understand that the current PPC application has arisen from the slow uptake of land since 2009 within the MPC's town centre (TCS Environment) and Industrial Environment and Marsden City Limited Partnership's assessment – supported by expert economic analysis accompanying the PPC application - that the currently enabled mix of land uses, particularly the large area allocated to industrial activities, is not practical or achievable.

This resulted in Harrison Grierson being commissioned to develop a new masterplan for the area, which has subsequently informed the drafting of the PPC provisions.

5.2 SUMMARY OF THE MASTERPLAN

The HG Masterplan includes an extensive analysis of the site and its wider context, followed by a response to the site and context analysis, in the form of a 'Proposed Structure Plan.'

Key elements of the Proposed Structure Plan are:

- A move away from the industrial land uses that apply to most of the MPC land in the operative MPC provisions with their replacement by a predominant residential land use.
- Retention of a town centre at the north-west corner of the MPC.
- Low density residential at the north-eastern boundaries of the site adjoining SH15A and the railway designation.
- Medium density residential adjoining part of the town centre, with mixed use sites adjoining the balance of the centre and stretching along the site boundaries with One Tree Point Road and the southern end of SH15A.
- Indicative areas of open space evenly spaced through the residential areas, including one location within the town centre, with the masterplan setting out an overall open space strategy as to the particular use of each space.[5]
- The identification of the site for a potential school on a block at the approximate centre of the site.
- A proposed roading network of upgraded existing roads and new roads (both with associated cross-sections), including 'Future Road Connections' to the north across the railway designation, and entry treatments within the road carriageways of Casey Road, Roosevelt Road and Pokapu Road at their intersections with One Tree Point Road.
- Cycle lanes looping through the site, north across the railway designation, and external to the site along One Tree Point Road.
- The identification of geographic landmarks visible from and across the site, including Mt Manaia, Bream Head and Hen Island.
- A number of 'landmark' locations within the town centre where their 'visibility on a corner or key intersection may warrant an urban punctuation mark to reinforce urban structure, identity, character and wayfinding'.[6]

[5] Refer to pages 30-32 of the HG Masterplan.
[6] Ibid, at page 39.

- A 'Town Centre Development Strategy' showing the location of specific land uses, such as a supermarket and petrol station, and a range of particular street interface conditions.[7]
- A recommendation for the development of urban design guidelines for the town centre to 'give certainty to the nature of the development and confirm the need for design as a means of creating identity and value'.[8]

5.3 COMMENT ON THE MASTERPLAN

In my view, the site and context section of the HG Masterplan contains a comprehensive analysis of the site and surrounding area, including covering its geographic, land-use and landscape setting.

The Proposed Structure Plan section of the Masterplan sets out a generally detailed development framework for the future of the site in terms of proposed land uses and their spatial allocation, connectivity and permeability, and response to the site's landscape setting. I comment in greater detail on particular aspects of the Structure Plan where they have been picked up in the PPC provisions in section 7.0 of this report.

The Town Centre Development Strategy is based on sound urban design principles of permeability, consideration of interface conditions and response to key corners. It is useful to the extent that it sets out one particular scenario for development of the town centre that would, in my view, likely achieve a high amenity centre. I comment on particular aspects of the Town Centre Development Strategy in terms of the extent to which it has been used as an input to the PPC provisions in section 7.0 of this report.

In my experience, in a masterplanning process, it is often desirable to interrogate a site to a reasonable level of detail showing potential development scenarios or options, to set both a vision for site development and to examine development feasibility for a landowner. The HG Masterplan does this, for example, in the Town Centre Development Strategy and also in the latter portion of the document where a yield study is presented.

Where a masterplan is also intended to inform a plan change process, it is then necessary to determine at what level of detail represented outcomes are managed through a District Plan, being aware of how particular development scenarios may become redundant over the lifetime of a Plan.

[7] Ibid, at page 40.
[8] Ibid, at page 39.

The HG Masterplan does not contain readily identifiable recommendations as to how its Proposed Structure Plan, and which elements of that Structure Plan, are pertinent to develop into District Plan provisions.

In section 7.0 of this report, I offer observations on the urban design outcomes achieved by the PPC provisions and also the extent to which these appropriately reflect key aspects of the HG Masterplan.

6.0 PPC PROVISIONS

The PPC proposes a 'Marsden City Precinct' applying to the whole of the site area and replacing the Marsden Primary Centre chapter in the operative WDC. The PPC is thoroughly described within section 5.0 of the s32 report. In section 7.0 of this report I discuss in detail aspects of the PPC provisions. The following, however, is a brief synopsis of the PCC taken from the s32 report[9]:

> *'This Plan Change seeks to rezone the Plan Change area from Marsden Primary Centre to a mixture of residential, mixed use and open space zones. The proposed land use pattern will eliminate industrial land use and reduce the extent of commercial land, while increasing residential use in line with current and future demand. The Plan Change proposes to utilise standard zones introduced through the Urban and Services Plan Changes. The exception to this is that the Plan Change introduces a Special Purpose Marsden Town Centre zone.'*

The proposed Urban and Services Plan Changes zones used in the Precinct are the Mixed Use zone, Medium Density Residential zone, General Residential zone, Low Density Residential zone and Open Space zones. These zones, together with the Precinct-specific Marsden Town Centre zone, apply to a series of Sub-Precincts, allowing bespoke modification of the underlying zone rules as they apply to the Precinct.

7.0 URBAN DESIGN ASSESSMENT

7.1 METHODOLOGY

In this section of the report, I assess the likely urban design effects that would result from development of the site ('the Precinct') undertaken against the PPC provisions. This also includes a discussion on pertinent parts of the HG Masterplan.

[9] Section 5.0 of the s32 report, at page 11.

My methodology for an urban design assessment of the PPC provisions is a synthesis of relevant guidelines, expected outcomes and principles from:

- The WDP, as proposed to be modified by the Urban Plan Changes;
- National level urban design guidance; and
- Good urban design practice.

I have reviewed all the Urban Plan Change chapters I refer to at section 2.1. Of those chapters, the Decision version of the Urban Form and Development Chapter sets out useful high level strategic objectives and policies in terms of the planned physical layout and design of the District. UFD-O3 and UFD-P3 refer specifically to urban design:

> *UFD-O3: Promote high quality urban design that responds positively to the local context and the expected outcome for the zone.*
>
> *UFD-P3: To maintain and enhance character and amenity values by applying high quality urban design that demonstrates how the development will contribute to a compact, connected, distinctive, diverse, attractive, appropriate, sustainable and safe urban form.*

I have also reviewed the Ministry for the Environment publications 'People + Places + Spaces – A design guide for urban New Zealand'[10] and 'The New Zealand Urban Design Protocol.'[11] In my view, these documents provide a useful framework for considering desirable built form outcomes at the spatial scale of the PPC.

Having reviewed both the PPC and the HG Masterplan that informs it, in the interests of succinctness, I have structured my assessment under headings that I consider reflect the key matters emerging from the proposed provisions. These are informed by the themes underpinning the UFD chapter, national level urban design guidance and good urban design practice, including – by way of example - response to context, character, and connectedness.

These headings are:

- Location of the town centre;
- Supporting a compact urban form;
- Access to centre services;
- Transition in densities and building heights;
- Open space provision;

[10] Ministry for the Environment, 2002.
[11] Ibid, 2005.

- Connectivity within the Precinct;
- Connectivity to the surrounding area;
- Upgrades to existing roads;
- Frontages of Sub-Precinct B lots to Waiwarawara Drive;
- Response to One Tree Point Road and SH15A;
- Potential future school;
- Visual connections to landscape features;
- Town centre design controls; and
- Town centre open space.

7.2 LOCATION OF THE TOWN CENTRE

The Precinct's town centre, which is framed up as Sub-Precinct A: 'Marsden Town Centre zone' ('MTCZ') in the PPC provisions, is located at the north-west corner of the site. It is more typical to position centres where they are surrounded on all sides by urban development in order to maximise access to the centre and contribute to a compact urban form. This would suggest a location more towards the middle of the Precinct. However, there are a number of reasons that support its proposed location. These include:

- The location is consistent with that shown in the Marsden Point-Ruakaka Structure Plan and the operative MPC provisions, reflecting an established strategic direction for the centre to service a wide catchment, including a catchment in the wider peninsula that will access the centre by car. Its proposed position, accessed from Casey Road, and adjoining One Tree Point Road, is consistent with this direction, providing a high level of access from the wider area.
- The location adjoins the railway line designation, enabling a future station within a close walking distance of the centre, should the future railway line at some point take passengers, in addition to freight.
- While the current Urban Plan Changes do not do so, I understand that, consistent with the Marsden Point-Ruakaka Structure Plan, there remains a strategic intent to rezone at a future point adjoining rural zoned land to the north and west to urban zonings. This would surround the centre on all sides by a walkable catchment.

7.3 SUPPORTING A COMPACT URBAN FORM

The Mixed Use zone (Sub-Precinct B) and the Medium Density Residential zone (Sub-Precinct C) adjoin the MTCZ. These zones enable an appropriately high level of

density directly adjacent to the centre, supporting a compact urban form and walkability.

The area of Medium Density Residential zone ('MRZ')[12] appears small within the context of the overall size of the Precinct. However, I note that:

- The MRZ, and also the General Residential zone ('GRZ'), enable multi-unit residential development with no density cap (other than compliance with bulk and location controls)[13];
- The directly adjoining Mixed Use zone ('MUZ') enables what is effectively high density residential use – in buildings of up to 5 storeys (within that zone's maximum permitted 16m building height); and
- Residential development is permitted within the MTCZ, also with no density cap.

Overall, I consider that potential multi-unit residential development within the MRZ and GRZ and multi-level residential buildings within the MUZ and the MTCZ itself will help support town centre services.

7.4 ACCESS TO CENTRE SERVICES

The proposed zoning plan removes the two small neighbourhood centres shown in the operative MPC chapter towards the south and east of the site, adjoining Pokapu Road and the eastern end of Casey Road respectively. This leaves the MTCZ as the sole commercial and service centre within the Precinct.

This places access to commercial and services uses within the town centre outside a 400m walking distance of all future residential dwellings, noting that the centre is roughly 900m from the site's southern and eastern ends. However, this is within the realms of what is generally considered to be a reasonable walking distance (800m or a ten minute walk) to access services, and in my view is appropriate to the general suburban residential densities proposed. I also note Sub-Precinct B's MUZ, which adjoins the town centre, enables land uses not dissimilar to the centre itself, bringing access to potential services closer to the southern and eastern ends of the Precinct, and that the flat topography of the Precinct contributes to its walkability.

7.5 TRANSITION IN DENSITIES AND BUILDING HEIGHTS

As discussed in part above, typical practice is to locate higher density zones – which usually also enable greater building heights – close to a centre, with lower density

[12] The Medium Density Residential zone is the District's highest density residential zone as proposed by the Urban Plan Changes to the WDP.
[13] Refer MCP- R75 and MCP-R102.

zones (and lower building heights) further away from it. This supports a compact urban form and may assist in visually reinforcing the centre.

This general approach can be seen in the Appendix A Sub-Precincts plan, with areas of MUZ and MRZ adjoining the town centre and, for example, the Low Density Residential zone (Sub-Precinct E) towards the periphery of the Precinct where it adjoins SH15A.

In my view, however, those Sub-Precinct B MUZ lots south of the intersection of One Tree Point Road with Roosevelt Road and continuing along the southern arm of SH15A are not consistent with this approach, and would result in the following issues:

- Enabling potential high density residential uses at the extremity of the Precinct, distant from the services of the MTCZ;
- Enabling large buildings (up to five storeys and 100% building coverage) along a 1.6km combined length of the southern and western sides of the Precinct, forming a 'wall' around lower scale residential zone buildings within the Precinct, and which will be visually dominant as seen along One Tree Point Road and SH15A.

In my view, this form of development on these parts of the Precinct would result in a poor level of access to town centre services for potential residents within the MUZ and enable an inappropriately large scale of buildings within the surrounding landscape setting.

I consider that the appropriate outcome in that part of Sub-Precinct B generally south of Roosevelt Road, where it adjoins One Tree Point Road and SH15A would be the replacement of the MUZ with a different zone - where residential land use is not actively enabled and with a bespoke, lower building height in order to 'smooth' scale transitions across the Precinct and address visual dominance issues.

Being aware of the desire to stay within the suite of proposed WDC Urban Plan Change zones, a suitable alternative zoning, with Precinct specific modifications, would be the Commercial zone ('COMZ'). In terms of the range of enabled land uses, the COMZ is not dissimilar to the MUZ, however, residential activity is non-complying.[14]

The maximum permitted height in the COMZ is marginally less than the MUZ, at 15m. I consider that this would benefit from being lowered in the Precinct by the application of a bespoke 12m height maximum. This would still allow reasonable height for commercial uses of the type enabled by the zone, while positively reducing

[14] References to COMZ provisions are with regard to the Decision version of the COMZ chapter.

the scale of potential buildings framing the southern and western ends of the Precinct, as seen when driving along One Tree Point Road or SH15A.

The MUZ might be retained along One Tree Point Road for a short distance south of Roosevelt Road. This is not too distant from the town centre, and would enable both the northern and southern corners of Roosevelt Road's intersection with One Tree Point Road to be 'framed up' with a similar form of development.

7.5.1 Recommendations for amendments to PPC provisions

I make the following specific recommendations, in order to achieve an improved transition in densities and height across the Precinct:

- That the zoning of lots shown in Figure 2 below is changed from MUZ to COMZ and that these lots are brought into a new Sub-Precinct; and
- That the maximum height permitted on the recommended COMZ lots is modified from the 15m that applies in the Decisions version of the COMZ chapter to a bespoke 12m.

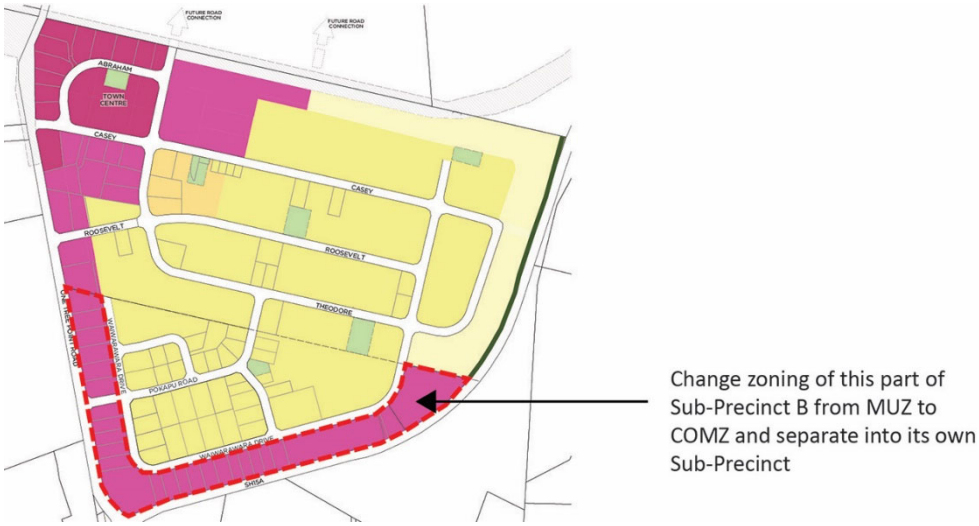

Figure 2: Sub-Precinct B lots recommended to have zoning changed to COMZ

7.6 FRONTAGES OF SUB-PRECINCT B LOTS TO WAIWARAWARA DRIVE

As discussed in section 7.5, I consider there are several issues with the area of Sub-Precinct B MUZ lots along One Tree Point Road generally south of Roosevelt Road extending along the Precinct's southern frontage with SH15A.

Changing the underlying zoning of these lots from MUZ, and removal of associated MUZ rules from applying to these sites, would address in part awkward interface

conditions of these lots relative to Sub-Precinct D GRZ lots on the other side of Waiwarawara Drive. I make the following observations:

- Sub-Precinct D anticipates standard low-scale residential development, with buildings up to 8m in height, at a maximum 40% coverage and with a 4.5m setback for habitable rooms.
- This contrasts with Sub-Precinct B, which enables buildings up to 16m in height, with no minimum front yard requirement and no maximum site coverage.
- Sub-Precinct B requires buildings to be within 1m of their Waiwarawara Drive boundary for at least 75% of the site frontage, and to have a minimum 65% glazing at the ground floor frontage and 25% minimum above ground, with the principal public entrance positioned to face the street. Buildings developed up to and complying with these rules would be very urban in form. There is no clear rationale or driver for this approach as it applies to these Waiwarawara Drive Sub-Precinct B lots. This form might be expected within or on the periphery of a centre, but not some distance from a centre and where opposite a suburban housing condition.

In my view, a less 'urban' form of site development and buildings of a lower scale, more complementary to the Sub-Precinct D GRZ lots on the opposite side of Waiwarawara Road, would be appropriate in this part of the Precinct.

In cognisance of the above identified issues, I note that in applying the COMZ to the Sub-Precinct B Waiwarawara Drive lots, certain COMZ rules[17] if left unaltered, would still produce an inappropriately urban frontage to Waiwarawara Drive (and also to One Tree Point Road and SH15A). I therefore consider that:

- COMZ-R4.1 should not apply to the recommended COMZ lots. This rule requires 50% of a building to be within 1m of its road frontage. There is no need to require such an urban interface for these lots – either towards their Waiwarawara Drive frontage or their One Tree Point Road and SH15A frontages.
- COMZ-R6.2 should not apply to the recommended COMZ lots. This rule requires a main public entrance for a building to be within 3m of the lot frontage. In a more urban environment this is a worthwhile outcome to require, however it is not needed for the recommended COMZ lots where they are opposite generic suburban residential development on Waiwarawara Drive. This is the more so as the rule would tend to pull a building forward to Waiwarawara Drive, rather than enabling it to be set

[17] With reference to the Decision version of the COMZ chapter.

back from the road, with potentially less visual dominance effects to the residential area opposite.[18]

- Instead of rules promoting an urban condition to Waiwarawara Drive, I recommend the addition of a new rule to the recommended COMZ, lots requiring a softer interface to the Drive and the suburban housing opposite. This might be achieved by the application of the same rule already in place in the operative MPC chapter – namely the requirement for a minimum 2m wide landscaping strip to Waiwarawara Drive.

7.6.1 Recommendations for amendments to PPC provisions

In summary, in addition to those lots shown in Figure 2 being rezoned to COMZ, I recommend the following changes are made:

- That COMZ-R4.1 is specified not to apply to the recommended COMZ lots;
- That COMZ-R6.2 is specified not to apply to the recommended COMZ lots; and
- That a bespoke rule is introduced for the recommended COMZ lots requiring a minimum 2m wide landscaping strip along the Waiwarawara Drive frontage of the lots, excluding vehicle crossings.

7.7 RESPONSE TO ONE TREE POINT ROAD AND SH15A

An important aspect of development of the Precinct is how development on lots adjoining One Tree Point Road and SH15A presents to those roads. This is important as these are the exterior boundary roads of the Precinct from which a visual impression of how it sits within its wider landscape will be understood.

Relative contextual matters are:

- The high posted speed limits on One Tree Point Road and SH15A and the position of these roads, adjoining the Precinct, at an entry point to the wider Marsden Point-Ruakaka area.
- The rural character and rural zoning of the majority of land on the opposite sides of One Tree Point Road and SH15A;
- Non-complying activity status, via MCP-R9, for vehicle access to One Tree Point Road and SH15A;

[18] Furthermore, the rule would apply to both the Waiwarawara Drive and also the One Tree Point and SH15A frontages of the lots, requiring – awkwardly – front doors within 3m of both road frontages of each lot.

- Permitted activity status subject to compliance with development standards for new buildings in Sub-Precinct B, being that Sub-Precinct which adjoins the majority of One Tree Point Road and SH15A;
- The requirements of MCP-R16(1) and MCP-R18 which, as applied to Sub-Precinct B lots adjoining One Tree Point Road and SH15A, would mean a building on a MUZ lot would have to be within 1m of its boundary to both these roads and its road boundary internal to the site for at least 75% of both frontages, have a minimum 65% glazing at ground floor and 25% glazing at upper floors of lot frontage to both frontages, and have a principal building entrance to both frontages.
- The requirements of MTCZ-R4 and MTCZ-R8, which as applied to Sub-Precinct A town centre lots adjoining One Tree Point Road, would require buildings on these lots to be built within 0.5m of both their One Tree Point Road frontage and their Abraham Drive or Casey Road frontages and to have a verandah along both these frontages;
- The absence of any landscaping requirement along frontages of any Sub-Precinct A MTCZ lot, Sub-Precinct B MUZ lot and Sub-Precinct E LDRZ lot adjoining One Tree Point Road and SH15A; and
- The requirement of MCP-R3 and Appendix B for a 3m high noise bund and an acoustic fence on top of the bund of an unspecified height in Noise Area 2A, which stretches along the full length of the SH15A frontage to the Precinct (in addition to the majority of its railway designation frontage).

To my mind, it is unclear exactly how the interplay of Precinct rules might affect the appearance of lot frontages which adjoin One Tree Point Road or SH15A. I make, however, the following observations:

- Lots with frontages to One Tree Point Road and SH15A also have another frontage to a road internal to the Precinct, being Waiwarawara Drive, Roosevelt Drive, Abraham Street, Casey Road or Theodore Drive. This layout is a logical response to the primary vehicle function of One Tree Point Road and SH15A and the requirement to avoid vehicle crossings to these roads. It does, however, set up a 'fronts' and 'backs' issue of whether buildings on these lots place their 'fronts' to these external roads or to their internal road frontages. In my view, a natural response is for the lots to place their 'fronts' (building elements such as where their front door is) along the same frontage as their vehicle crossing – in other words along roads internal to the Precinct. This means placing building 'backs' (being the more functional parts of a building or site), unavoidably, along the One Tree Point Road and SH15A frontage of these lots.
- An appropriate rules package would acknowledge and work with these constraints of the Precinct's context and layout, while still seeking to

achieve attractive 'backs' to buildings along One Tree Point Road and SH15A.

- Various rules in Sub-Precinct A (MTCZ) and Sub-Precinct B (MUZ), however, require a 'front' response for development on lots with both a One Tree Point Road/SH15A road frontage and a road frontage internal to the Precinct on both road frontages. I consider this to be unachievable and to not recognise the need for commercial and town centre uses to accommodate functional/operational aspects of activities on a lot.
- By way of example, a MUZ zone lot within Sub-Precinct B with a One Tree Point Road and Waiwarawara Drive frontage cannot practically have principal building entrances to both these frontages. Furthermore, efficient site layout would not make it practical to have a building within 1m of both frontages. The requirement, also, for such a lot to have high amounts of glazing to its One Tree Point Road frontage, in addition to its Waiwarawara Road frontage at the opposite end of the lot, does not acknowledge the 'fronts' and 'backs' issue.
- The issues of rules that require building 'fronts' to both the Precinct's external and internal roads for lots that have such dual frontages is further highlighted by Sub-Precinct B (MUZ) lots that have a boundary to SH15A. The application of the rules, which would require high amounts of glazing, including at ground floor, and a principal building entry to SH15A for such lots, is at odds with the MCP-R3 requirement for a noise bund and acoustic fence along SH15A. The ground floor glazing to SH15A could not be seen over the noise bund and the door could not be physically accessed from SH15A.
- In regard to town centre lots with a One Tree Point Road frontage, as noted earlier, the requirements of MTCZ-R4 and MTCZ-R8, would require buildings on these lots to be set back no more than 0.5m from both their One Tree Point Road frontage and their Abraham Street or Casey Road frontages, and to also have a verandah along both these frontages.
- Particularly for those lots with a One Tree Point Road and Abraham Street frontage, as with the MUZ lot examples I discuss earlier, the 0.5m minimum building setback requirement to both frontages of these town centre lots is, in my view, impractical and would lead to inefficient lot layout.
- The MTCZ-R8 requirement for a verandah along the One Tree Point Road frontage to town centre lots is not a logical response to the current high speed nature of this road or the likely number of pedestrians who would be walking along it. As I discuss at section 7.2, I understand that there is a longer term strategic intention to change the existing rural zoning of land

on the western side of One Tree Point Road, opposite the town centre, and land to the north to an urban zoning. That may increase pedestrian movement along One Tree Hill Road and an argument in favour of town centre lots adjoining One Tree Hill Road to 'face out' to and address that road. These are potentialities, however, that I consider uncertain enough not to require a verandah along the One Tree Hill Road frontage of these lots.

7.7.1 Summary comments on the Precinct's interface to SH15A and One Tree Point Road

The PPC provisions, as lodged have onerous and, in my view, unrealistic requirements for Sub-Precinct A (MTCZ) lots and Sub-Precinct B (MUZ) lots which have dual frontages – one to either One Tree Point Road or SH15A and one to a road internal to the Precinct – to (variously) have minimum amounts of glazing, principal building frontages, verandahs and minimum setbacks to both frontages.

These requirements:

- do not recognise that One Tree Point Road and SH15A are high speed roads not conducive to a high quality pedestrian environment and along which vehicle crossings are discouraged;
- do not recognise the challenges for town centre and commercial uses to have two 'fronts', each at opposite ends of a lot; and
- are incongruous for those Sub-Precinct B (MUZ) lots that front SH15A and therefore also have a requirement for a noise bund and acoustic fence along that frontage, meaning that glazing and a principal pedestrian entrance to that frontage will be largely invisible and inaccessible from the state highway.

In my view, the desirable outcome is not for Sub-Precinct A and B lots that adjoin One Tree Point Road and SH15A to 'front' or actively interface with these roads. I consider that to be largely unworkable, including for Sub-Precinct A / town centre lots for the reasonably foreseeable future. Rather, the priority should be that the lots present an attractive frontage to the roads, given that they are at an entry point to the wider Marsden Point-Ruakaka area.

With this outcome in mind, another relevant matter is the MCP-R3 requirement for the noise bund and acoustic fence along the entire length of SH15A, including along the SH15A frontage of Sub-Precinct E LDRZ lots. In my view, this bund and fence, stretching along the entirety of the Precinct's southern and eastern frontages to SH15A, will present an unattractive frontage to the state highway and, consequently, a low quality entry experience to the wider Marsden Point-Ruakaka area.

I consider the most practical way forward would be a landscaping solution along the length of the Precinct's One Tree Point Road and SH15A frontages. This should be accompanied by an exception for any MTCZ or MUZ lot that adjoins either road from requirements for, variously, a minimum building building setback, a principal building frontage, a verandah, and a minimum amount of glazing, to those roads. Noting my earlier recommendation that Sub-Precinct B MUZ lots generally south of Roosevelt Road should be rezoned COMZ, exceptions should be made to similar rules within the Decisions version of the COMZ chapter, if and as applied to the Precinct.

It is possible that a landscaping solution need not apply to Sub-Precinct A MTCZ lots that adjoin One Tree Point Road. Unlike Sub-Precinct B's MUZ lots (or my recommended replacement with COMZ lots) in which the construction of a building is permitted, in the town centre, new buildings require restricted discretionary consent via MTCZ-R25. They must also be accompanied by an urban design assessment under MTCZ-REQ1. This offers the opportunity for consideration of the appearance of town centre lots from One Tree Point Road, and therefore bespoke design solutions to achieve an attractive frontage to the road. Refer to section 7.7.2 for specific recommended amendments to these two provisions to appropriately enable this consideration.

In terms of a landscaping solution, I note that the operative provisions already require a landscape strip along One Tree Point Road and SH15A. Standard (b)(ii) in Part B: Precinct 2 – Standards of the MPC chapter requires the following:

> *'All sites shall have a minimum planted landscape strip along the One Tree Point or Point Marsden Highway road frontage comprising a solid screen of trees of a minimum of 2m in height. Planting shall be undertaken within 6 months of the completion of the building.'*

I consider that a similar rule should be retained in the proposed provisions, applying along the full length of the Precinct's One Tree Point Road and SH15A frontages south of the Sub-Precinct A MTCZ lots on One Tree Point Road.

In my view, requiring a landscape strip along the frontages of lots to One Tree Point Road and SH15A south of the town centre would be an appropriate response to the rural character of the surrounding area. I consider that the desirable outcome is to filter and soften direct views from these roads to potential backs of buildings within the Precinct and to the noise bund and acoustic fence required along SH15A. With this in mind, I suggest the operative landscape strip standard is modified to replace the requirement for a 'solid screen of trees' with a requirement for a mix of trees, shrubs and ground cover.

A 'solid screen of trees' conjures up images of a horticulture wind break that blocks rather than filters views. The complete blocking of views from One Tree Point Road and SH15A through to the Precinct would not be a desirable outcome.

7.7.2 Recommendations for amendments to PPC provisions

I make the following recommendations for amendments to the PPC provisions in order to ensure an appropriately high quality visual interface of the Precinct to its One Tree Point Road and SH15A frontages:

- That a rule is introduced requiring a minimum 2m deep landscaping strip along the One Tree Point Road frontage of all lots south of Sub-Precinct A and the SH15A frontages of all lots. The landscaping strip must contain a mix of trees, shrubs and ground cover planting.
- That MTCZ-R25 is amended to add as a matter of discretion the appearance of lots from One Tree Point Road.
- That MTCZ-REQ1 is amended to add a new clause (5) which reads: *'The extent to which lots that adjoin One Tree Hill Road present an attractive frontage to that road.'*
- That MTCZ-R4 and MTCZ-R8 are amended to exempt the rules' application to the One Tree Point Road frontage of any lot.
- That MCP-R16(1) and MCP-R18 are amended to exempt the rules' application to the One Tree Point Road frontage of any MUZ lot (not recommended elsewhere to be rezoned to COMZ).
- Noting my recommendation at section 7.5.1 that Sub-Precinct B MUZ lots in the southern part of the Precinct be rezoned to COMZ, I also recommend that, with reference to the Decisions version of the COMZ chapter, that COMZ-R4(1) and COMZ-R6 do not apply to the One Tree Point Road and SH15A frontages of these lots.[19]
- That the combined total height of the required noise bund and acoustic fence in Noise Area 2A is confirmed, with a preference for this to be only as high as absolutely necessary to address acoustic issues, in order to minimise adverse visual effects to SH15A.

7.8 OPEN SPACE PROVISION

The Appendix A Sub-Precincts plan shows six areas of open space. These are within their own Sub-Precinct F. The open spaces are labelled as 'indicative' and are in the same location as shown in the HG Masterplan: one in the MTCZ and the remainder inserted within the residentially zoned Sub-Precincts C and D.

[19] The requirement in these rules for buildings to be within 1m of their One Tree Point Road and SH15A frontages, 25% glazing at ground floor to these frontages, and a pedestrian entrance within 3m of the frontages would be an unworkable and unrealistic outcome in the context of the required noise bund along SH15A and the general characteristics of both roads.

The Masterplan shows that the surrounding Sub-Precinct C and D residential areas are largely within a 400m / 5 minute walking circle from the centre of the open spaces. I support the position of open spaces shown, considering them to provide a high level of access to the adjoining residential Sub-Precincts.

An open space within the town centre would also be supportive of creating a high amenity and vibrant environment, consistent with MTCZ-P1, and could be developed consistent with the particular vision set out for it in the Masterplan as a flexible space for markets and placemaking initiatives.[20] I comment further on particular aspects of the proposed town centre open space, including benchmarking examples in regard to its size (as requested by RFI query 22) at section 7.15 of this assessment.

7.8.1 Recommendations for amendments to PPC provisions

I understand from my briefing on the project and from the extensive RFI queries from Council's parks team in the Clause 23 letter that there is on-going discussion between the applicant team and Council as to what the specific size, location and function of each open space is and what PPC mechanism might appropriately secure open space provision.

It is within that context of on-going discussions that I understand the term 'indicative' to describe the areas of open space shown on the Appendix A Sub-Precincts plan[21] is used. The term, however, is uncertain in its meaning.

Noting the on-going nature of discussions, I therefore recommend:

- That the Appendix A Sub-Precincts plan is amended to delete the areas identified as 'Indicative Open Space';
- That another mechanism is used to suitably secure open spaces within the Precinct in locations and of sizes that respond to its on-going development. The specific mechanism that is appropriate is a matter of planning expertise to determine. However, it might include a requirement that open space serving the residential areas of the Precinct is provided at the time of subdivision consistent with the location and size requirements of Council's open space policy.

[20] Refer to page 34 of the HG Masterplan.
[21] Refer to the first of the two Appendix A Sub-Precincts Plans – at page 39 of the Marsden City Precinct provisions.

7.9 CONNECTIVITY WITHIN THE PRECINCT

The Appendix D 'Indicative Road Network Plan' to the Marsden City Precinct provisions shows, in my view, a generally good level of permeability within the Precinct, with high permeability in its northern half.

In the northern half of the Precinct there are a number of north-south 'Indicative Residential Link Roads', spaced approximately 60m apart, connecting between the existing east-west roads of Casey, Roosevelt and Theodore, and the proposed east-west extension to Abraham Street. This spacing is highly supportive of a walkable environment.

Permeability in the southern half of the Precinct is lower, reflecting the consented and intended use in part of this area for a retirement village. Reasonable permeability is provided north-south, however, to the town centre, via the required extension to Waiwarawara Drive and via Theodore Drive.

As noted by Ms Skidmore at RFI query 20, there are four short cul-de-sac roads to the south of Theodore Drive. I understand that it is intended to develop the large lot directly to the south of the cul-de-sacs as the next stage of the consented retirement village. Ms Skidmore asks whether an additional east-west street has been considered at the southern termination of these cul-de-sacs in order to improve block connectivity.

In my view, an additional east-west street in the position identified by Ms Skidmore would be advantageous in creating a greater length of 'public face' along the north side of the future stage of the retirement village, although this is reasonably provided along the Waiwarawara Road frontage to the lot. I do not consider, however, an additional east-west street in this location to be particularly beneficial in terms of creating greater connectivity north-south back to the town centre, being the major immediate destination point for any local journey. Overall, I consider an additional east-west connection in this area is not necessary.

As with the use of the term 'indicative' on the Appendix A Sub-Precincts plan, there is some uncertainty about the meaning of the term used on the Appendix D plan in regard to its use in the Appendix title and as applied to 'Indicative Residential Link Roads.'

In regard to the latter, my presumption is that it means the Link Road must be provided, unless restricted discretionary consent is sought via MCP-R5, but its specific location or alignment may vary. If this is the intent, it would be advisable to specify this.

7.9.1 Recommendations for amendments to PPC provisions

I make the following recommendations:

- That the title to Appendix D of the Marsden City Precinct provisions is amended to remove the word 'Indicative';
- That the meaning of 'Indicative' with reference to 'Indicative Residential Link Roads' in Appendix D is clarified by stating that a variance in alignment of a maximum 10m for the Residential Link Roads is permitted. In my view a 10m variation in alignment would still maintain a good level of connectivity; and
- That the terms 'New Residential Lanes' and 'New Town Centre Lanes' in Appendix D are amended to refer to 'Indicative Residential Lanes' and 'Indicative Centre Lanes' with a variance in alignment of up to 10m being stated as being enabled.

7.10 CONNECTIVITY TO THE SURROUNDING AREA

The Appendix D Road Network Plan shows:

- The three existing road connections of Casey, Roosevelt and Pokapu Road with One Tree Point Road;
- One connection to SH15A in the form of an 'Indicative Residential Link Road';
- Two stub roads at the northern end of the Precinct which end in the railway line designation, with a notation on the plan referring to a 'Future Road Connection' aligning with the stub roads on the land to the north of the Precinct.

The existing three access points from the Precinct to the west provide a good level of connectivity to One Tree Point Road in terms of the collector function of that road. Greater connectivity to the south and east to SH15A would be desirable, however I understand this is opposed by NZTA.

At RFI query 15, Ms Skidmore asks how the town centre provisions ensure good connectivity is preserved to a possible future railway station shown on the HG Masterplan directly to the north of the town centre. The MTCZ provisions do not address connectivity to any future rail station. Noting that there is a high degree of uncertainty about the position and delivery of any such station, in my view, connections to a possible rail station to the north of the Precinct are adequately future proofed by the provision of the two stub roads which end at the railway designation, one by the town centre and one further east.

7.11 UPGRADES TO EXISTING ROADS

In addition to the provision of new roads, the quality of existing roads is a matter for consideration, as higher quality roads with, for example, wider footpaths and cycle routes are more likely to encourage active modes of transport, such as walking and cycling.

The Appendix D Road Network Plan and associated cross sections show a number of existing roads which are to be 'upgraded' with, variously, wider footpaths or narrower carriageways and new cycleways, or are denoted as 'upgraded entry with median strip.'

There appears to be no mechanism within the Precinct provisions, however, to trigger these upgrades:

- MCP-R4 is entitled 'Staging of Development with Transport Upgrades'. However, the 'safety and capacity' improvements referred to in the table in the rule do not include any reference to amenity improvements such as widening footpaths or new cycleways.
- MCP-R5 is entitled 'Street and Pedestrian Networks', which are permitted where (at 1.b) they are 'formed in accordance with the MCP 'Street Sections' plans. Again, however, I am unclear how this part of the rule with its reference to street sections (which includes street upgrades) would be triggered.

7.11.1 Recommendations for amendments to PPC provisions

I make the following recommendation:

- That proposed rules MCP-R4 and/or MCP-R5 are amended in order to give certainty that the amenity upgrades to existing streets identified in the road cross sections are achieved.

7.12 POTENTIAL FUTURE SCHOOL

The HG Masterplan shows the location for a potential school centrally positioned within the Precinct. If a school were to be developed within the Precinct, and it appears one may be eventually be desirable given the extent of residentially zoned land, this would be an appropriate position: well-located relative to surrounding residential uses, close to the MTCZ and adjoining two entry roads into the site: Casey Road and Roosevelt Road.

I understand, however, that there is no current commitment from the Ministry of Education to provide a school within the site, and it is for that reason that a school site has not been shown on the PPC zoning plan.

At item 21 in Council's RFI letter, Ms Skidmore asks for comment as to whether there would be potential benefit in extending opportunities for increased housing density on land surrounding the school shown in the HG Masterplan and around adjacent open space.

I understand that there are transport (capacity of intersections) and water infrastructure constraints to increasing the size of the MRZ beyond what is shown on the PPC zoning plan.

If a school were to be located in this position and if infrastructure and transport constraints could be addressed, I agree that a greater extent of MRZ adjoining it – with the increased residential density that zone enables – would be a positive outcome, although not essential in nature, noting that:

- A school in the indicated position would still be well-positioned relative to zones that enable higher density residential, including the MTCZ and MUZ;
- As with Sub-Precinct C's MRZ, Sub-Precinct D's GRZ enables multi-unit residential development, with no density cap. Should a school eventuate on the block indicated in the Masterplan, developers may therefore undertake this form of higher density residential development directly adjoining it.

7.13 VISUAL CONNECTIONS TO LANDSCAPE FEATURES

At RFI query 24, Ms Skidmore asks for advice as to whether, and how, visual connections to landscape features have been reflected in the PPC provisions.

The HG Masterplan identifies views across the Precinct to the landscape features of Mt Manaia, Bream Head and the Hen and Chicken Islands. Lines representing the alignment of these views are shown on various Masterplan maps:

- The Proposed Structure Plan map, at pages 23 and 24 of the Masterplan, shows an undefined view aligned with the western end of Roosevelt Road, passing east over residential zoned land. With a cross-reference through to the lower photograph on page 19 of the Masterplan, which looks east along Roosevelt Drive, I assume that this view is through to Bream Head.
- The top photograph on page 19 shows views to the north and south of Casey Road to Bream Head and Hen Island.
- Lines to undefined views are also shown on the page 38 'Town Centre Drivers' plan. These are likely to Mt Mania and Bream Head.

There is no recommended mechanism within the HG Masterplan regarding how to retain views to these features. There is also no reference to these views in the PPC provisions.

Where views to a landscape feature are valued, techniques to accommodate the 'view corridor' might include aligning future roads with these corridors and managing building scale and height to minimise effects on the view. These techniques do not appear to have been used in the PPC provisions.

I make the following observations:

- Confirmed by my site visit, I consider that the landscape features of Mt Mania, Bream Head and the Hen and Chicken Islands form a significant part of the existing visual environment looking east across the Precinct.
- There are existing views along some parts of the existing roads within the site, including Casey and Roosevelt, to the landscape features, however, these move to the side of the roads where they change alignment.
- The operative MPC chapter does not refer to these landscape features nor manage road alignment or building scale within the site to retain views to them.
- Existing views from the western end of Casey Road east to Bream Head[22] are likely to be blocked by the 16m height of buildings enabled in the MTCZ. This, however, is the case under the operative provisions, which also enable multi-storey development in the town centre.
- Existing views to the lower flanks of Bream Head from the western end of Roosevelt Road are likely to be blocked by development within the Precinct, but views to its peak might be retained, noting that the view corridor passes in the main over GRZ development land – which limits buildings to 8m in height. This retains the existing situation in the operative provisions, which enable buildings up to two storeys through the central 'residential policy area' portion of the site.[23]

I make the following concluding comments:

- Views to the landscape features of Mt Mania, Bream Head and the Hen and Chicken Islands form a significant part of the existing visual environment looking east.
- These views would be blocked, in part or – from some positions - completely, by development enabled under the operative provisions by a combination of permitted building heights and roads (now constructed) that are not in full alignment with the lines of sight to the features.
- The PPC provisions retain, effectively, the same outcomes. Some views will be lost, while others will be retained. Greater retention of views might

[22] Refer to the top photograph on page 19 of the HG Masterplan.
[23] Refer to operative MPC provision Part B Precinct 1 Standards – Residential (d)(i).

have been enabled if the existing roads, at the time they were constructed, were more fully aligned with the view corridors to the features.

In summary, there are no provisions in the PPC that explicitly (or otherwise) manage existing views to the landscape features to the east of the site. However, in the context of the operative provisions and being aware of the need to reasonably develop the land, I see no need to introduce any such provisions.

7.14 TOWN CENTRE DESIGN CONTROLS

As discussed elsewhere in this assessment, the HG Masterplan sets out a detailed vision for the Precinct's town centre, including where a supermarket would be located, where 'landmark' corners are, and a number of different frontage conditions. The Masterplan does not specify the details of these frontage conditions, but refers to the development of urban design guidelines, which 'will give certainty to the nature of the [town centre] development.'[24]

The Sub-Precinct A MTCZ provisions, which apply to the town centre, do not specify where particular uses – such as a supermarket - might be located. The provisions also contain a relatively short list of rules that control street interfaces, including a requirement for a minimum 4.2m floor to ceiling height at ground floor (MTCZ-R5) and a requirement for verandahs along road frontages (MTCZ-R8).

There are no rules which reflect the range of frontage conditions shown in the HG Masterplan or show the landmark corners identified in the Masterplan.

The approach used instead is a simple one: any new building in the MTCZ requires restricted discretionary design assessment via MTCZ-R25. Discretion is restricted to three matters:

1. Effects on streetscape character and amenity;
2. Screening of carparking and service areas; and
3. Functional requirements of activities.

Additionally, mirroring the requirements of the operative TCS Environment, MTCZ-REQ1 requires that any application for a new building in the town centre must be accompanied by an urban design assessment of the proposal by an appropriately qualified professional.

I generally support the proposed approach, considering it to appropriately balance the need for flexibility in developing a design response for the town centre while,

[24] Refer to page 39 of the HG Masterplan.

through the restricted discretionary design assessment required for new buildings, giving certainty to Council that high quality urban design outcomes will be achieved.

I likewise support the HG Masterplan principle of 'landmark' corners within the town centre, but consider these can be provided for by targeted amendments to the matters of discretion under MTCZ-R25.

I do not consider it necessary to have a MTCZ rule (or rules) specifying, for example, a minimum amount of glazing or different types of frontages akin to those shown in the HG Masterplan. Active and attractive frontages to town centre buildings can be suitably achieved through the restricted discretionary consent process of MTCZ-R25.

I do not consider it necessary for specific urban design guidelines to be developed to manage built form in the town centre. Built form outcomes can be appropriately managed through the restricted discretionary process for new buildings of MTCZ-R25.

I consider it appropriate that the MTCZ provisions have not identified the location of particular uses within the centre – such as a supermarket. This would be unduly specific. Particular uses and the manner in which they fit within the town centre is more appropriately considered at the time of a resource consent application.

7.14.1 Recommendations for amendments to PPC provisions

In my view, the following amendments to MTCZ provisions would be desirable in order to ensure the high amenity outcomes expected in the zone are achieved:

- That MTCZ-R25 is amended to also require consent for alterations and additions over a specified size or percentage to buildings; and
- That clause (3) of MTCZ-REQ1 is amended to refer to response to corner sites, particularly MTCZ corners adjoining One Tree Hill Road and also Casey Road, as a matter to which particular regard is given to.

7.15 TOWN CENTRE OPEN SPACE

As described elsewhere in this report, both the HG Masterplan and the PPC zoning map show an indicative open space within the town centre. This is described within the Masterplan as a public plaza, a community square, a potential market space and a location for place-making initiatives.[25]

The open space is well-positioned within the centre, being:

[25] Refer to pages 30 and 34 of the HG Masterplan.

- centrally positioned and with good solar access on the south side of the northern arc of Abraham Street;
- surrounded on its northern, western and eastern sides by roads and on its southern side by a 'town centre lane.'

The exact size of the open space is not specified in the Masterplan or s32 report. However, with reference to page 39 'Town Centre Plan' of the Masterplan, it measures at approximately 45m north-south depth by 60m east-west width – a total area of approximately 2,700m^2. This is exclusive of the 23m minimum required width of the adjoining town centre street and 10m minimum required width of the town centre lane on the south side of the open space.

In my view, this is very generous, perhaps excessively so. While a landscape design might be developed that makes sense of the space, a smaller town centre open space would be adequate to serve the identified purposes of a public plaza, community square and flexible use area.

I note that the combined north-south dimension across the square, town centre street and town centre lane is 78m. This is a generous distance within the context of adjoining MTCZ buildings of a maximum 16m height, particularly when noting that buildings up to this height (a potential five storeys) while enabled, may not eventuate.

In determining what might be an appropriate minimum dimension and area for the centre open space I have undertaken a high-level desk-top review of open spaces within other centres:

- I observe that it is difficult to provide direct points of comparison of other similarly sized centres within which there is a defined centre plaza.
- Takutai Square in Auckland's Britomart Precinct provides an extreme point of comparison. This square, in the centre of downtown Auckland, is smaller than the PPC town centre open space – at approximately 2,000m^2 (dimensions of 37m and 54). It is adjoined by buildings up to nine storeys high.
- Te Pumanawa Square, in Auckland's Westgate metropolitan centre, has a total area of approximately 3,900m^2. However, this includes areas allocated to 'shared space' streets. The total pedestrian space within the square, excluding the shared space areas is approximately 1,850m^2, with a minimum dimension of 30m. The north-south building frontage to frontage distance across the square is approximately 47m. It is adjoined by 2-3 storey buildings.

- Pukekohe Town Square, in King Street, Pukekohe, is approximately 1,500m^2, with a minimum dimension (and distance between facing building frontages) of 36m.

Taking the above into account, I suggest a minimum north-south depth for the centre open space of 30m would be sufficient (equating to an approximate 1,800m^2 area), reducing the north-south building frontage to frontage distance to 63m. In my view, this would achieve a useable open space fit for the purposes of the centre and a reasonable degree of building frontage to frontage enclosure.

Figure 3: Te Pumanawa Square in Auckland's Westgate Centre

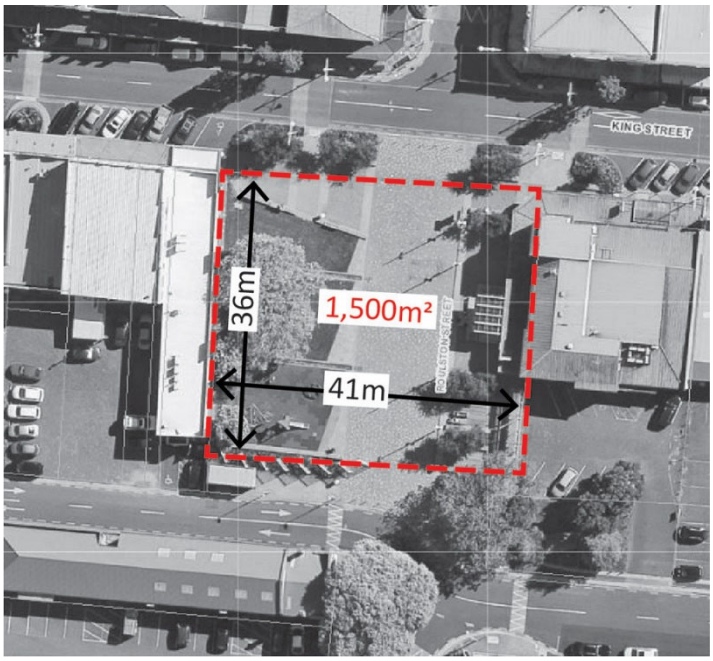

Figure 4: Pukekohe Town Square, King Street, Pukekohe

7.15.1 Recommendations for amendments to PPC provisions

In term of translating the above into PPC provisions I recommend the following:

- That an appropriate provision is introduced requiring an open space within the centre of a minimum 30m dimension and 1,800m^2 area to be provided with a road on at least two sides, one being on its northern side.

8.0 CONCLUSION

In my view, subject to the modifications to the PPC provisions I recommend within this report, I consider that the proposed Marsden City Precinct will result in an urban form that, as a response to its context, is compact and connected, appropriately manages visual amenity effects, and has a high amenity and vibrant town centre.

AUTHOR

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Senior Associate / Urban Designer
Date: 19/08/2020

REVIEWED BY:

Cam Wallace
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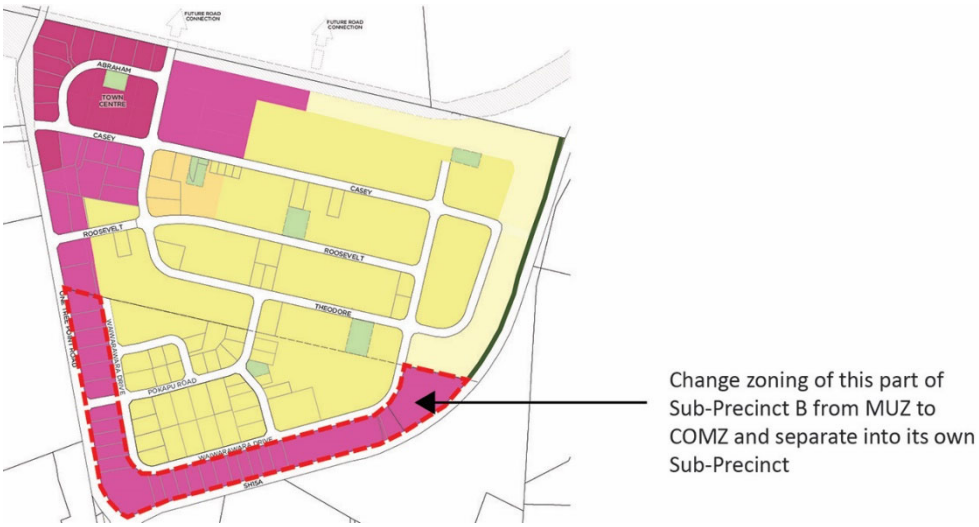
Appendix 1: Compilation of recommended changes to PPC provisions

Based on my assessment in section 7.0, the following is a compiled list of all changes that I recommend to PPC provisions in order to achieve appropriate urban design outcomes in the development of the Precinct.

Please note the order of these recommendations differ slightly from that within section 7.0. This is so to follow, to the extent possible, the general ordering of provisions within the PPC. Recommendations from individual topics in my assessment have been synthesised and/or amalgamated where they refer to amendments to the same provision.

1. That the zoning of lots shown in the figure below is changed from MUZ to COMZ and that these lots are brought into a new Sub-Precinct;



2. That the maximum height permitted on the recommended COMZ lots (with reference to the figure above) is modified from the 15m that applies in the Decisions version of the COMZ chapter to a bespoke 12m;

3. That clause (1) of COMZ-R4 'Building and Major Structure Setbacks' is specified not to apply to the recommended COMZ lots;

4. That COMZ-R6 'Building frontages' is specified not to apply to the recommended COMZ lots;

5. That a rule is introduced for the recommended COMZ lots requiring a minimum 2m wide landscaping strip along the Waiwarawara Drive frontage of the lots, excluding vehicle crossings.

6. That a rule is introduced requiring a minimum 2m deep landscaping strip along the One Tree Point Road frontage of all lots south of Sub-Precinct A MTCZ and the SH15A frontages of all lots. The landscaping strip must contain a mix of trees, shrubs and ground cover planting;

7. That MTCZ-R4 'Building Frontages' and MTCZ-R8 'Verandahs' are amended to exempt the rules' application to the One Tree Point Road frontage of any lot;

8. That MTCZ-R25 'Any New Building' is amended to:

   - add as a matter of discretion the appearance of lots from One Tree Point Road; and
   - require consent for alterations and additions over a specified size or percentage to buildings;

9. That MTCZ-REQ1 'Urban Design Assessment' is amended to:

   - refer, at clause (3), to response to corner sites, particularly MTCZ corners adjoining One Tree Hill Road and also Casey Road, as a matter to which particular regard is given to.
   - add a new clause (5) which reads: *'The extent to which lots that adjoin One Tree Hill Road present an attractive frontage to that road';*

10. That clause (1) of MCP-R16 'Building and Major Structure Setbacks' and MCP-R18 'Building Frontages' are amended to exempt the rules' application to the One Tree Point Road frontage of any MUZ lot (not recommended at (1) to be rezoned to COMZ);

11. That the combined total height of the required noise bund and acoustic fence in Noise Area 2A is confirmed, with a preference for this to be only as high as absolutely necessary to address acoustic issues, in order to minimise adverse visual effects to SH15A;

12. That MCP-R4 'Staging of Development with Transport Upgrades' and/or MCP-R5 'Street and Pedestrian Networks' are amended in order to give certainty that the amenity upgrades to existing streets identified in the road cross sections are achieved;

13. That the Appendix A 'Sub-Precincts' plan is amended to delete the areas identified as 'Indicative Open Space';

14. That an alternative mechanism is used to suitably secure open spaces within the Precinct in locations and of sizes that respond to its on-going development. The specific mechanism that is appropriate is a matter of planning expertise to determine. However, it might include a requirement that open space serving the residential areas of the Precinct is provided at

the time of subdivision consistent with the location and size requirements of Council's open space policy;

15. That an appropriate provision is introduced requiring an open space within the town centre of a minimum 30m dimension and 1,800m^2 area to be provided with a road on at least two sides, one being on its northern side;

16. That the following amendments are made to Appendix D 'Indicative Road Network' plan:

    - the title of the plan is amended to remove the word 'Indicative';
    - the meaning of 'Indicative' with reference to 'Indicative Residential Link Roads' is clarified by stating that a variance in alignment of a maximum 10m for the Residential Link Roads is permitted; and
    - the terms 'New Residential Lanes' and 'New Town Centre Lanes' are amended to refer to 'Indicative Residential Lanes' and 'Indicative Centre Lanes' with a variance in alignment of up to 10m being stated as being enabled.