

CENTRAL HAWKE'S BAY DISTRICT PLAN
District Plan Assessment

	RULE	✓ / x / N/A	PROPOSAL								
Part 9	Subdivision and Financial Contributions										
9.9.1	General Provisions										
(e)	<p>Esplanade Provision</p> <p>i. The Council may require an esplanade strip or esplanade reserve of up to 20 metres to be created or vested when an allotment is created along the bank of any river or lake identified in Planning Maps 45-48, or created along the coast. In considering such a strip or reserve the Council shall take into account the purposes of esplanade strips and reserves in section 229 of the Act, Part II of the Act, Objective 3.3.2.1 and associated policies in the Plan.</p> <p>ii. Any esplanade reserve shall meet the requirements of Section 231 of the Act. The creation of any esplanade strip shall be in accordance with section 232 of the Act.</p> <p>iii. Section 230 of the Act shall not apply to rivers or lakes not identified in Planning Maps 45-48.</p>		It is anticipated that Council will not require an esplanade, having regard to the relevant criteria, and the decision of Council not to take one at the time of the previous subdivision of the land (RM180160).								
9.10	Performance Standards										
(a)	<p>Lot Size</p> <p>No lots created by subdivision consent, including balance titles shall be less than the minimum specified in the table shown below <u>except</u> as provided for below in (i) and (ii).</p> <p style="text-align: center;">MINIMUM LOT SIZES</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tbody> <tr> <td style="text-align: center;">RESIDENTIAL ZONE</td> <td></td> </tr> <tr> <td>Where public sewerage reticulation is available</td> <td style="text-align: center;">350m²</td> </tr> <tr> <td>Where public sewerage reticulation is not available</td> <td style="text-align: center;">1000m²</td> </tr> <tr> <td style="text-align: center;">RURAL ZONE</td> <td style="text-align: center;">4000m²</td> </tr> </tbody> </table> <p>i <u>Boundary Adjustments</u></p> <p>Notwithstanding (a) above, where there are two or more existing lots which have separate Certificates of Title, new lots may be created by subdivision for the purpose of an adjustment of the boundaries between the existing lots provided that no additional separately saleable lots are created, and that the</p>	RESIDENTIAL ZONE		Where public sewerage reticulation is available	350m ²	Where public sewerage reticulation is not available	1000m ²	RURAL ZONE	4000m ²	x	The site is located within the Rural Zone. Some of the proposed lots have areas of less than 4000m ² .
RESIDENTIAL ZONE											
Where public sewerage reticulation is available	350m ²										
Where public sewerage reticulation is not available	1000m ²										
RURAL ZONE	4000m ²										

	<p>resultant lots are not less than the smallest that existed before subdivision. The lots shall be contiguous except where separated by a road.</p> <p>ii <u>Access, Utilities, Roads and Reserves</u></p> <p>Notwithstanding the above, there shall be no specified minimum lot sizes for lots for access, utilities, reserves and roads.</p>		
(b)	<p>Road Widening</p> <p>Where the existing frontage road is subject to a road widening designation, provision shall be made to enable the Council to acquire such land by separately defining the parcels of land subject to the road widening designation. Where the Council is not able to immediately acquire the parcel, the parcels shall be held in conjunction with adjoining land. This will be achieved with a Consent Notice registered which ensures that the parcel of land intended for road widening purposes remains held with the adjoining land until such time as the Council requires that parcel of land.</p>	N/A	The site is not subject to a road widening designation.
(c)	<p>Water Supply</p> <p>All new lots, other than lots for access, roads, utilities and reserves, shall be provided with a connection to a Council reticulated water supply (where available) and shall be laid to the boundary of the net area of the lot.</p>	N/A	The site is located within the Rural Zone. There is no Council reticulated water supply available to this site.
(d)	<p>Sanitary Sewage Disposal</p> <p>All lots in the Residential and Business Zones other than lots for access, roads, utilities and reserves, shall be provided with a piped sewage outfall for disposing of sanitary sewage laid to the boundary of the lot. This rule shall also apply to Township Zones which have an existing reticulated disposal system.</p>	N/A	The site is located within the Rural Zone.
(e)	<p>Protection of Vegetation</p> <p>Any notable trees, listed in Appendix B, shall be preserved and a Consent Notice shall be registered requiring continual preservation as an ongoing condition for approval of the lot containing such trees.</p>	N/A	No notable trees are located on the site.
(f)	<p>Lot Dimensions</p> <p>Lot minimum dimensions shall be such that they can accommodate a 15x17m rectangle.</p> <p>Lot minimum dimensions shall not apply in any zone for lots for access, utilities, reserves and roads.</p>	✓	All lots are of sufficient size to accommodate a 15x17m rectangle.
(g)	<p>Property Access</p> <p>i Every lot shall have a frontage to an existing road or to a new road to be provided by the owner which will give vehicular access to that lot from a road.</p> <p>ii This access may be directly to a road, or to a road by way of a Vehicle Access Lot.</p> <p>iii Where a lot has direct vehicle access to a road then</p>	x	<p>The proposed subdivision is in the rural zone. The proposed lots are intended for residential use and will obtain access from Punawaitai Road via private rights of way from the end of the legal road in the location of the existing vehicle access to the site.</p> <p>The subdivision is proposed to create 48 additional residential lots, with access via a private vehicle access with the rights of way to have legal widths of at least 15m and</p>

	<p>vehicle access shall be subject to the vehicle access provisions set out in Chapter 8: Transport Rules, as they apply.</p> <p>iv Where a lot does not have direct vehicle access onto a road and the subdivision is creating only one new lot, the following shall apply:</p> <p>a) a vehicle access leg with a minimum legal width of 4.0m and a minimum formed width of 3.5m shall be provided which ensures that the site has direct vehicle access to a road, or</p> <p>b) where a vehicle access leg can not be provided, vehicle access shall be provided pursuant to sections 321 and 348 of the Local Government Act.</p> <p>v If the subdivision is creating more than one lot, the following shall apply:</p> <p>a) If the subdivision is in the Residential or Township Zones and if the subdivision is for residential activities...</p> <p>b) If the subdivision is in the Residential or Township Zones and the subdivision is for non-residential activities....</p> <p>c) If the subdivision is in the Rural Zone and if the subdivision is for residential activities then:</p> <p>1 If the vehicle access to the road has to serve 2 to 4 residential units each lot shall have direct vehicle access to a vehicle access lot with a minimum legal width of 6.0m and a minimum formed width of 3.5m. A turning area is required.</p> <p>2 If the vehicle access to the road has to serve 5 to 10 residential units each lot shall have direct vehicle access to a vehicle access lot with a minimum legal width of 6.0m and a minimum formed width of 5.0m. A turning area is required.</p> <p>3 If the vehicle access to the road has to serve more than 10 residential units, direct vehicle access for each allotment shall be directly to a road.</p> <p>d) If the subdivision is in the Business Zone...</p> <p>e) If the subdivision is in the Business or Rural Zones and if the subdivision is for non-residential activities...</p> <p>vi Where the subdivision fronts an unformed road the subdivider shall form the road to the nearest formed road, and shall construct the road to the formed widths and standards specified in this rule and rule 9.10(h).</p>		<p>formed widths of 6.2m, with the exception of:</p> <p>Part of the existing access leg to the site has a width of less than 15m. The reduced width is in the location of an existing stream crossing within the site. A one-lane bridge is being provided in this location in accordance with an approved subdivision consent (RM180160).</p>
(h)	<p>Construction Standards for Private Vehicular Access</p> <p>i Vehicle Crossings to all lots and to all vehicle access lots shall be provided in terms of the Transport Rule 8.5.2(a) and (b).</p>	✓	<p>It is anticipated that conditions of consent will be imposed to ensure that the vehicle access and right of way comply.</p> <p>Punawaitai Road is about to be upgraded to a sealed surface with a width of 6.2m. Private access within the site will be</p>

	<ul style="list-style-type: none"> ii All formed and driveable surfaces on a lot with direct access to a sealed road and any vehicle crossing shall be provided in terms of the Transport Rule 8.5.2(c). iii Where a private vehicular access serves lot(s) within a Residential, Township or Business Zone, the vehicle access and its carriageway shall be formed and finished with an all weather dust free surface, and shall be drained to the satisfaction of the Council. iv Where a private vehicular access serves lot(s) within the Rural Zone and has access onto a metalled road, the vehicle access and its carriageway shall be formed with an all weather standard, and shall be drained to the satisfaction of the Council. v Where a private vehicular access serves lot(s) within the Rural Zone and has access onto a sealed road, the vehicle access and its carriageway shall be: <ul style="list-style-type: none"> a) formed to an all weather surface, and b) the first 5.0m along the access into the site shall be formed and finished with an all weather dust free surface, and c) they both shall be drained to the satisfaction of the Council. 		<p>formed to an all weather standard. Suitable drainage will be provided at the time of construction.</p>
(i)	<p>Construction Standards For Roads</p> <p>All new roads, required to be provided under rule 9.10(g) above, shall be:</p> <ul style="list-style-type: none"> i. Laid out and vested in the Council; and, ii. Formed and sealed; and, iii. Be in accordance with the standards set out in the following road construction standard table: <p style="margin-left: 40px;"><i>All Roads and Private Roads Except for State Highways, fronting Rural Zones:</i></p> <p style="margin-left: 40px;"><i>Road width – min 15m; max 20m</i></p> <p style="margin-left: 40px;"><i>Carriageway width – min 6.2m; max 7.5m</i></p> <p style="margin-left: 40px;"><i>Kerb & Channel – nil</i></p> <p style="margin-left: 40px;"><i>Footpaths - nil</i></p> iv. Footpaths shall be constructed as an all weather dust free sealed strip of 1.5m width within the berm. All areas of berm not sealed in footpath are to be formed in grass or any other vegetation that will not exceed 450mm in height at maturity. v. Cul-de-sacs in the Residential, Rural and Township Zones shall be constructed with 18m turning head diameters, measured kerb face to kerb face, where there is provisions for on-street parking. vi. If a corner lot is included in any subdivision, the 	x	<p>The proposed new private road is not proposed to be vested in Council. The new private road is proposed to be formed in accordance with the relevant standards for a private road fronting a rural zone, with the exception of the existing stream crossing, which will be formed with a one-way bridge.</p>

	<p>corner at the road intersection shall be splayed with a diagonal line reducing each boundary by at least 6m from the corner in a Rural, Township, or Residential Zones and at least 3m in a Business zone. The corner rounding or splay shall be vested in the Council.</p> <p>vii. All new roads vested upon subdivision of land shall be given distinctive names not already in use with the area covered by the District Council. The name shall be agreed to by the Council.</p> <p>viii. Where any new road or road extension is to be vested in the Council or a named private access is provided, the application shall pay to the Council a financial contribution for the manufacture and erection of all necessary name plates which must be displayed at the intersections of all other roads. The financial contribution shall be the actual cost of the name plate and the cost of its installation.</p>		
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	RULE	✓ / x / N/A	PROPOSAL
Part 8	Transport		
8.5.1	Parking and Loading		
(a)	<p>Minimum Parking Space Requirements</p> <p>i All activities listed in Table 1 below shall provide at least the number of parking spaces on site required by the rates identified in that table. The required parking spaces shall be available for residents, staff and visitors at all times during the hours of operation of the activity.</p> <p>ii Where there are two or more different activities on the site, the total requirement for the site shall be the sum of the parking requirements for each activity.</p>	✓	<p>The proposed lots (with the exception of the three communal open space lots, and one utility lot) are intended to be used for residential activities, requiring 2 parks, one being the garage/carport.</p> <p>All lots are of sufficient size to accommodate the required parking spaces at the time of future residential development.</p>
(b)	<p>Car Parking for Staff</p> <p>Minimum parking requirement stated in Table 1 for staff shall be exclusively reserved for, and made available to, staff.</p>	N/A	Staff parking is not anticipated to be required.
(c)	<p>Assessment of Parking Areas</p> <p>Where the parking requirements listed in Table 1 results in a fractional space, any fraction of one half or more shall be counted as one car parking space.</p> <p>The area of any parkin space or spaces provided and of</p>	N/A	The assessment of parking spaces does not require a calculation of gross floor area, and does not result in a fractional space.

	vehicular access, drives and aisles provided within a building shall be excluded from the assessment of gross floor area of that building for the purpose of ascertaining the total number of spaces required or permitted.		
(d)	<p>Size of Parking Spaces</p> <p>All required parking spaces and associated manoeuvring areas, other than for residential units, are to be designed in accordance with the New Zealand Building Code approved document D1: Access Routes.</p>	N/A	All parking spaces required are anticipated to be associated with residential units.
(e)	<p>Accessible Car Spaces</p> <p>Accessible parking spaces are to be designed in accordance with the New Zealand Building Code approved document D1: Access Routes.</p>	N/A	Accessible spaces are not required.
(f)	<p>Queuing</p> <p>All queuing spaces are to be designed in accordance with the New Zealand Building Code approved document D1: Access Routes.</p>	N/A	Queuing spaces are not required.
(g)	<p>Reverse Manoeuvring</p> <p>i On-site manoeuvring shall be provided for all vehicles to ensure that no vehicle is required to reverse either onto or off a road except where:</p> <p>a) Any activity is required to provide, or contain, two or less parking or loading spaces, or</p> <p>b) An activity is in the Business 1 Zone and has access onto any road other than a State Highway.</p> <p>Such on-site manoeuvring shall comply with the following requirements for a design vehicle anticipated to use a site:</p> <ul style="list-style-type: none"> • for a design car (refer Appendix E3), • for a design two axled truck (refer Appendix E4), • for all other vehicles (refer Australian Standard AS 2890.2-1989, Off-street parking, Part 2: Commercial vehicle facilities). <p>ii All truck refuelling sites shall be designed to accommodate a maximum length B-Train in a manner which will avoid the need to reverse off the site.</p> <p>iii Parking spaces shall be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when moving from any vehicle access to any required parking spaces.</p> <p>iv Vehicles shall not undertake more than one reverse manoeuvre when manoeuvring out of any required</p>	Yes	On site manoeuvring can be accommodated within all lots and the proposed rights of way to ensure that no vehicles are required to reverse onto or off Punawaitai Road.

	parking or loading space to depart the site.		
(h)	<p>Loading Areas</p> <p>All service, industrial and commercial activities (including retail activities) in the Business Zone 2 shall provide one loading space and associated manoeuvring area, in accordance with the following:</p>	N/A	Loading areas are not required.
(i)	<p>Surface of Parking and Loading Areas</p> <p>i The surface of all parking, loading and trade vehicle storage areas shall be formed and finished with an all weather dust free surface and shall be drained to the satisfaction of the Council.</p> <p>Rule i(i) does not apply where a site contains one residential unit and which requires no more than two parking spaces.</p>	N/A	Each site is anticipated to contain one residential unit only and will not require more than 2 parking spaces.

8.5.2	Vehicle Access		
(a)	<p>Vehicle Access to be Provided</p> <p>In all zones:</p> <ul style="list-style-type: none"> i Every lot with direct vehicle access to a road or to a vehicle access lot, shall be provided with a complying vehicle crossing. ii Every vehicle access lot shall be provided with a complying vehicle crossing. iii Every activity requiring access to a road shall have access to that/those road(s) only by way of a complying vehicle crossing. iv A complying vehicle crossing shall meet the following requirements: <ul style="list-style-type: none"> a Where a lot has direct vehicle access to a road: a formed and drivable surface shall be provided between the carriageway of the road and the road boundary of the lot. b Where a vehicle access lot meets the road: a formed surface and drivable surface shall be provided between the carriageway of the road and the road boundary of the vehicle access lot. c Where the lot has direct vehicle access to a vehicle access lot: a formed and drivable surface shall be provided between the carriageway of the vehicle access lot and the boundary of the lot. d An access space shall be established on the lot. This shall comprise an area of land within the lot 3.5m wide by 5.0m long, formed and set aside and useable by a motor car and accessible from the vehicle crossing. 	Yes	It is anticipated that the conditions of consent will ensure that complying vehicle access is provided to all lots.
(b)	<p>Formation and Sealing of Vehicle Crossings</p> <ul style="list-style-type: none"> i All vehicle crossings shall be formed with an all weather surface and shall be drained to the satisfaction of the Council. ii Where the road carriageway adjacent to the vehicle crossing is sealed, then the vehicle crossing shall be sealed. <ul style="list-style-type: none"> • <i>Rule 8.5.2(b)(i) and (ii) does not apply where the vehicle crossing gives access to paddocks which do not contain any buildings, and which are used exclusively for extensive grazing or cropping.</i> • <i>Rule 8.5.2(b)(i) applies to dairy herds using any vehicle crossing on a regular basis for milking.</i> iii Minimum height clearance for vehicle crossings and 	Yes	The only vehicle crossing to site will be from the end of Punawaitai Road, and will be formed in accordance with the conditions of subdivision consent RM180160 prior to the completion of the current proposed subdivision.

	<p>common vehicle manoeuvring areas on-site, shall be 3.5 metres for residential units and 4.5 metres for all other activities.</p> <p>iv Vehicle crossing gradients be designed in accordance with the New Zealand Building Code approved document D1: Access Routes.</p>													
(c)	<p>Migration of Gravel onto Sealed Roads</p> <p>i All formed and drivable surfaces on any lot with direct access to a sealed road, and any vehicle crossing, shall be designed and constructed and maintained in such a way that gravel and/or stones and/or silt shall not migrate on to any formed public footpath or on to the sealed carriageway.</p>	Yes	It is anticipated that the conditions of consent will ensure compliance with this standard.											
	<p>Location of vehicle crossings with frontage in relation to intersections</p> <p>i The following standard applies to sites that have frontage to State Highway 2 and 50 in the Rural Zone:</p> <p>ii The following standards apply to all other sites in the Rural Zone:</p> <p>a Where the road frontage of the site lies entirely within 80 metres of an intersection, the vehicle crossing to the site shall be located on the access frontage within 12 metres of the side boundary of the site which is farthest from the intersection.</p> <p>b Where the road frontage of the site is greater than 80 metres in length, the vehicle crossing to the site shall be located on the allowed access frontage at least 68.0 metres from the intersection.</p> <p>iii The following standards apply to all sites in all Zones except the Rural Zone:</p>	Yes	The site does not have frontage to SH 2 or 50. The existing vehicle access is located over 68m from the intersection of Punawaitai and Pourerere Roads.											
(e)	<p>Widths of Vehicle Crossings</p> <p>The following crossing width shall apply:</p> <table border="1"> <thead> <tr> <th rowspan="2">Land Use</th> <th colspan="2">Width of Crossing (m)</th> </tr> <tr> <th>Minimum</th> <th>Maximum</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td>3.5</td> <td>6.0</td> </tr> <tr> <td>Other</td> <td>6.0</td> <td>9.0</td> </tr> </tbody> </table> <p>The width of culverts and crossings shall be the actual length of channel covers or the length of the fully dropped curb.</p>	Land Use	Width of Crossing (m)		Minimum	Maximum	Residential	3.5	6.0	Other	6.0	9.0	Yes	The crossing is intended for both residential use and farming activities and will be formed in accordance with this requirement.
Land Use	Width of Crossing (m)													
	Minimum	Maximum												
Residential	3.5	6.0												
Other	6.0	9.0												

(f)	<p>Sight Distances from Vehicle Crossings and Road Intersections</p> <p>Unobstructed sight distances, in accordance with the minimum sight distances specified in Table 3, shall be available from all vehicle crossings and road intersections.</p> <table border="1"> <thead> <tr> <th>Legal Speed Limit</th> <th>Minimum Sight Distance (m)</th> <th>Minimum Sight Distance (SH)</th> </tr> </thead> <tbody> <tr> <td>50</td> <td>45</td> <td>85</td> </tr> <tr> <td>70</td> <td>85</td> <td>140</td> </tr> <tr> <td>100</td> <td>170</td> <td>250</td> </tr> </tbody> </table>	Legal Speed Limit	Minimum Sight Distance (m)	Minimum Sight Distance (SH)	50	45	85	70	85	140	100	170	250	Yes	The vehicle access to the site is located at the end of Punawaitai Road. Complying sight distance can be achieved along the road from the access location.
Legal Speed Limit	Minimum Sight Distance (m)	Minimum Sight Distance (SH)													
50	45	85													
70	85	140													
100	170	250													
(g)	Vehicle Orientated Commercial Activities	N/A	Not proposed.												
(h)	Road/Rail Level Crossings	N/A	There are no rail crossings in the vicinity.												

	RULE	NA/✓ / x	PROPOSAL
Part 4	Rural Zone		
4.9.1	The net area of any site covered by buildings and impervious surfaces shall not exceed 700m ² or 7% of site area, whichever is the greater.	✓	Lots 1-52 are vacant lots. The balance farm lot contains various farm sheds, which cover less than 7% of the site area.
4.9.2	Maximum height of any building for an activity shall be 10m.	✓	The existing sheds on the site comply. All other lots are currently vacant. No new buildings are proposed in association with the subdivision of the site.
4.9.3	<p>i. No part of a building shall exceed a height of 2 metres plus the shortest horizontal distance between that part of the building and the nearest site boundary.</p> <p>ii Where an internal boundary of a site immediately adjoins an access or part of an access which is owned or partly owned with that site or has a registered right-of-way over it in favour of that site, the recession lines shall be constructed from the far side of the access.</p>	✓	<p>All existing buildings are located sufficient distance from all proposed new lot boundaries to ensure compliance with the height recession requirements.</p> <p>Lots 1 –50 are capable of accommodating future complying development.</p>
4.9.4	<p>i The minimum setback for a residential unit shall be 5m;</p> <p>ii The minimum setback for any building for any other activity (including stockyards, and stock loading ramp\race) from road boundaries shall be 20m.</p>	✓	All existing buildings are located in a complying position with respect to the proposed lot boundaries. Future development on Lots 1-50 can be located in a complying position.
4.9.5	<p>Subject to any other rules for Rural Zone, the minimum setback of buildings for an activity from internal boundaries shall be:</p> <p>i residential units 5m</p> <p>ii all other buildings 10m</p>	✓	All existing buildings are located in a complying position with respect to the proposed lot boundaries. Future development on Lots 1-50 can be located in a complying position.

4.9.6	<p>i All buildings containing ablution facilities and which are not connected to a reticulated sewage system, shall have an on-site septic tank system, including an approved filter unit, or any equivalent system that complies with the Draft Australian\New Zealand Standard DR96034 or any subsequent standard.</p>	✓	Complying systems can be provided at the time of future development.
4.9.7	<p>No land shall be used for the disposal of piggery or poultry effluent forming part of a factory farming activity shall be undertaken:</p> <p>i within 500m of any Township or Residential Zone boundary; or</p> <p>ii within 200 metres of a property boundary.</p>	N/A	Not proposed.
4.9.8	<p>Any activity, including the establishment of buildings and structures or any earthworks, within the vicinity of overhead electric lines shall comply with the New Zealand Electrical Code of Practice for Electrical Safety Distances (NZECP 34:1993)</p>	N/A	There will be no overhead electric lines located within the site. The existing overhead lines will be removed and replaced with new underground services to be located within the rights of way.
4.9.9	<p>The following standards shall apply to the Coastal Margin Area identified on the Planning Maps:</p> <p>i Exotic tree planting shall be limited to 1000m² per site over any 5 year period.</p> <p>ii Any building(s) shall be limited to a total gross floor area of 200m² per site.</p>	N/A	The part of the site containing proposed Lots 1 – 50 is not located within the Coastal Margin Area.
4.9.10	<p><i>Setback from Neighbouring Properties</i></p> <p>No tree planting, except for amenity tree planting, shall be located on, or within, 10 metres of the boundary of any property under a separate Certificate of Title unless prior written permission has been obtained from the affected landowner. A copy of the written permission shall be forwarded to the Council and will be registered on the land information property records.</p> <p><i>Setback from roads</i></p> <p>No tree planting shall be positioned such that when the trees grow they will shade a public road between the hours of 10am and 2pm on the shortest day of the year.</p> <p><i>Setback from residential units</i></p> <p>No tree shall be positioned such that when the trees grow they will shade a residential unit on a neighbouring property between the hours of 9am and 4pm on the shortest day of the year.</p> <p><i>Setback from stopbanks</i></p> <p>No tree shall be planted within 6m of a flood protection stopbank.</p>	✓	The existing plantings on the site comply. No new planting, other than amenity planting, is proposed in association with the subdivision.
4.9.11	<p>On any site, activities, shall be conducted such that the following noise levels are not exceeded at nor within the notional noise boundary of any residential unit, other than residential units on the same site as the activity:</p> <ul style="list-style-type: none"> • 55dBA L10 – 6.00am – 11.00pm Monday to Saturday 	✓	It is anticipated that future use of the sites for rural lifestyle activities will comply.

	<ul style="list-style-type: none"> • 45dBA L10 – at all other times • 75dBA Lmax – at all other times 		
4.9.12	No building for any activity shall be located within 20m of an earthquake fault line identified on the Planning Maps.	✓	There are no earthquake faultiness identified within 20m of the site on the planning maps.
4.9.13	There shall be no modification of any “Site of Significant Conservation Value”	N/A	The site does not contain a site of signification conservation value.
4.9.14	i Noise from aircraft engines shall not exceed a limit of Ldn 65 dBA at any point outside the airnoise boundary shown on Planning Map 30.	N/A	Use of aircraft on the site is not anticipated.
4.9.15	Buildings by Waipukurau Aerodrome	N/A	The site is not located in the vicinity of the Aerodrome.

Part 14	Resource Consent Assessment Matters	
14.6	Subdivision Assessment Matters	
1.	Lot Size and Dimensions	
a)	Whether the lot is of sufficient area and dimensions to effectively fulfil the intended purpose or land use, having regard to the rules for the relevant zone.	Lots 1 – 14, 16,17, 21, and 23-50 do not comply with the minimum lot size requirements for the rural zone. The lots are intended to be used for residential purposes. It is noted that all lots exceed the minimum area required for non-sewered residential sites within the Residential Zone, and therefore are considered to be of sufficient size to accommodate their intended future use.
b)	Whether the proposed lot sizes and dimensions are sufficient for operational and maintenance requirements and in particular the disposal of effluent on the site, where necessary.	All lots are of sufficient size to accommodate on-site effluent disposal in accordance with the permitted activity standards set out in the Regional Plan. A Geotechnical Investigation Report has also confirmed that the lots are suitable for future residential development and associated on-site services.
c)	The relationship of the proposed lots and their compatibility with the pattern of the adjoining subdivision and land use activities, and access arrangements.	The surrounding area includes a mixture of property sizes, including 18 rural zoned lots with areas of less than 4000m ² occupied by established residential development, and 20 approved lots of similar size intended for future residential development. The pattern of development proposed is therefore not inconsistent with the established development pattern in the vicinity of the site. Access is proposed via an existing vehicle crossing from Punawaitai Road, which is about to be upgraded to a formed and sealed Council road. No new vehicle access to either Punawaitai Road or Pourerere Road will be required.
d)	The effects of the subdivision on the amenity of the area, in particular the cumulative increase in the density of residential dwellings, the loss of rural outlook and the increase of traffic.	A full assessment of the proposed subdivision on the amenity of the surrounding area has been included within the application report. It is maintained that the proposed subdivision will not compromise the established amenity of the surrounding area.
2	Subdivision Design	
a)	The relationship and size of the lots in terms of their solar advantage including the alignment and layout of the lot, the location of building platform, relationship to adjoining lots.	Future development can comply with all bulk and location standards set out in the District Plan, therefore no adverse impacts on adjoining lots from future development are anticipated.
b)	The provision for and practicality of walkways and cycleways, and the relationship of these to reserves (existing or proposed), access to the waterways, etc.	N/A
c)	The provision for and practicality of using natural stormwater channels and wetland areas.	N/A
3	Property Access	
a)	Whether the frontage road is of sufficient width to cater for the expected traffic generated by the possible land uses that will be established on the lots being created, and whether there is any need to widen and/or upgrade the frontage road.	The upgraded formation of Punawaitai Road will be sufficient to accommodate the increase in traffic that will result from the future development of the additional lots proposed.

b)	Where any proposed subdivision in any zone has frontage to any existing road(s) that is/are not constructed to the standards set out in Rule 9.10(h) and/or where road widening is required; whether the land uses that will be established on the proposed lots will increase the use of that road(s) to the degree that forming or upgrading the existing road(s) is required and, therefore, whether there is any need for the applicant to pay to the Council a financial contribution towards the forming or upgrading of the road(s). Such financial contribution shall not exceed the degree to which the road(s) serves or is intended to serve the subdivision and, where the road(s) is/are adjacent to the subdivision, shall not exceed half the cost of the formation or upgrading works.	N/A – Council have previously determined that they will not meet their obligation to contribute to the required upgrade of Punawaitai Road.
c)	The costs of providing carriageway formation and widening, berm formation, footpaths, kerb and channel, as the case may be, shall be negotiated by the developer and the Council. An estimation of the contribution may be obtained from Council staff.	N/A
d)	Any impact of roading and access on waterways, ecosystems, drainage patterns or the amenities of adjoining properties; and the need for tree planting in the open space of the road to enhance the character and amenity of the neighbourhood.	These matters can be adequately addressed through the engineering design for the proposed new internal access to ensure that there are no adverse effects on surrounding properties and waterways. No planting is proposed or anticipated to be required within Punawaitai Road.
e)	The effect of any new intersections or accesses created by the subdivision on traffic safety and efficiency, including the availability of adequate, unobstructed sight distances from intersections and adequate spacing between intersections.	No new intersections or accesses are proposed. A Transport Impact Assessment has been prepared in support of the application and confirms that the effects of the subdivision on the surrounding road network will be minor.
f)	The provisions of the Code of Practice for Urban Land (NZS 4404 1981).	N/A
g)	The application of the requirements of Section 321, Local Government Act, 1974, to any subdivided lot.	N/A
h)	The need for and practicality of providing vehicular access to all lots, and the practicality of providing access elsewhere for vehicles.	All lots are to be provided with vehicle access via the existing entrance from Punawaitai Road.
i)	The account taken of pedestrian movement.	The Transport Impact Assessment has given consideration to pedestrian movements, and confirms that the existing wide flat berms are sufficient for pedestrian access from the site to the beach. A dedicated pedestrian walkway is required to be incorporated into the new stream crossing within the site where one-way vehicle access will be provided.
j)	The degree to which proposed new roads make adequate provision for vehicle movements, car-parking, property access and cyclists.	N/A
k)	The need to provide alternative access for car-parking and vehicle loading in Business Zones by way of vested service lanes at the rear of properties having regard to alternative means of access and performance standards for activities within such	N/A

	zones.	
l)	Where in the course of a subdivision a new road is to be constructed and vested that will, or could, provide frontage to other land...	N/A
m)	Any need to require provision be made in a subdivision for the vesting of road reserves for the purpose or facilitating connections to future roading extensions to serve surrounding land, or planned road links that may need to pass through the subdivision and the practicality of creating such easements at the time of subdivision application in order to facilitate later development.	N/A
n)	Any need to require subdividers to enter into agreements that will enable the Council to require the future owners to form and vest roads when other land becomes available.	N/A
o)	The need for construction standards and on-going maintenance for private vehicular access, including access to individual lots, whilst ensuring that access is practical, convenient and safe.	Appropriate conditions are anticipated to be imposed on the subdivision consent.
p)	The need to provide for appropriate standards of street lighting or private vehicular access lighting.	N/A
q)	The need to provide distinctive names for private vehicular accesses. The name to be agreed to by the Council.	The applicant is aware of the Council's road naming policy as it relates to the proposed private accessways to the site, and is currently giving consideration to suitable proposed names, to be advised prior to an application for certification pursuant to s223 of the RMA for Stage 1 of the approved subdivision consent (RM180160).
r)	The need for and degree of any financial contribution to achieve the above matters.	Noted.
4	Natural Hazards	
a)	Any information held on the Council's Natural Hazard registers.	The District Plan and property file do not identify any natural hazards affecting the site in the location of the proposed additional lots. The HB Hazards Portal identifies that the site may be at risk of liquefaction. The Geotechnical Investigation Report prepared for the site confirms that there is low risk of liquefaction damage following an earthquake event. Other hazard risks are identified within the site, however these are located well clear of the proposed additional lots.
b)	Information obtained by suitably qualified experts, whose investigations are supplied for subdivision applications.	Refer to attached Geotechnical Investigation Report.
c)	The applicant's or their Consultant's report, detailing the measures that have been or will be taken to avoid, remedy, or mitigate any hazard that may occur on the property.	N/A
d)	Potential adverse effects on other land that may be caused by the subdivision or anticipated land use activities.	N/A

e)	In relation to inundation from any source, the: i) effects of any proposed filling being undertaken to avoid inundation and the consequential effects on the natural drainage pattern and adjoining land; ii) erection of stopbanks and their environmental effects; iii) need for boundary drainage to protect surrounding properties; iv) adequacy of existing outfalls and any need for upgrading; v) need for retention basins to regulate the rate and volume of surface run-off.	N/A
f)	In relation to erosion, falling debris or slippage, the need for ongoing conditions aimed at avoiding, remedying or mitigating future potential adverse effects, and any need for registration of consent notices on the lot's Certificate of Title.	N/A
g)	In relation to subsidence, the provision of suitability certificates, such as NZS 4431, or if not appropriate, the setting of ongoing conditions, with consent notices registered on the Certificates of Title.	N/A
h)	In relation to contaminated site, any soil tests, establishing suitability, and methods to avoid mitigate or remedy the effects, including removal to approved disposal points.	N/A
i)	In relation to land filling and excavation operations, the following factors: i) effects on surrounding properties; ii) natural pattern of surface drainage; iii) type of and placement of fill material; iv) mitigation, or avoidance, of adverse effects caused by dust or siltation affecting neighbouring properties; v) remedies necessary during emergencies.	N/A
j)	The likelihood of the proposed subdivision, including the establishment of potential assets such as residential units, being threatened by inundation or coastal erosion.	N/A
k)	The ability of any buildings on the land being subdivided to be relocated, the estimated cost of the relocation, and the possible destination of a relocated building.	N/A
5	Water Supply	
a)	The suitability of the proposed water supply for fire fighting purposes.	Water supply to the new residential lots is proposed via roof collection to rain tanks. It is anticipated that provision for firefighting will be dealt with at the time of building consent for a future dwelling within each Lot.

b)	The provisions of the Code of Practice in respect to installation of all necessary water supply pipe lines, and ancillary equipment necessary for the subdivision, including extensions to existing supply systems, and including mains, sub-mains, service mains and fire hydrants and water storage tanks.	N/A
c)	The need to install isolating valves generally with back flow prevention at the street boundary or at the net site boundary where this is not the street boundary.	N/A
d)	Whether the existing water supply systems, to which the connection will be made, have sufficient capacity to service the subdivision, and if not whether the subdivider should contribute towards the upgrading of the system based on the cost of supplying the incremental increase in demand by the additional lots, in addition to installing the extensions of the supply within the subdivision.	N/A
e)	Whether it may be necessary to provide new reservoirs, pumping stations and rising mains, or increasing pipe sizes leading to the subdivision in existing streets, or providing new headworks and new pumping units.	N/A
f)	Where it is necessary to upgrade the reticulated water supply system in order to cater for the subdivision, any costs to be borne by the subdivider, calculated on the cost of supplying the increase in demand as a result of the additional lots.	N/A
g)	Whether, because of increased demand that the potential land users may impose upon the system, an upgrading contribution should be made towards a programmed plan for installation of new headworks and pumping units.	N/A
h)	The need for a local purpose reserve to be set aside and vested in the Council as a site for a public utility.	N/A
i)	The need for and degree of any financial contribution to achieve the above matters.	N/A
6	Stormwater Disposal	
a)	The provisions of the Code of Practice for Urban Land (NZS 4404:1981).	N/A
b)	The adequacy of any proposed means of disposing of collected stormwater from the roofs of all buildings and impermeable surfaces.	The Geotechnical Investigation Report submitted in support of the application confirms that suitable stormwater disposal methods can be provided in association with the proposed subdivision.
c)	The adequacy of any proposed means for screening out litter, the capture of chemical spillages, the containment of contamination from roads and paved areas and of siltation.	
d)	The ability to retain open natural waterway systems for stormwater disposal in preference to piped or	

	canal systems and any adverse impacts on existing waterways.	
e)	The availability of an approved outfall where stormwater can be directed, whether such an outfall is capable of absorbing increased run-off and the need for and desirability of requiring a connection to such an outfall.	
f)	Whether the existing stormwater disposal systems, to which any connection will be made, have sufficient capacity to service the subdivision, and if not whether the subdivider should contribute towards the upgrading of the system based on the cost of supplying the incremental increase in demand by the subdivision, in addition to installing the extensions of the supply within the subdivision.	
g)	Where an existing outfall is not capable of accepting increased run-off, the adequacy of proposals and solutions for disposing of run-off.	
h)	Any necessity to provide on-site retention basin to contain surface run-off where the capacity of the outfall is incapable of accepting flows, and where the outfall has limited capacity, any need to restrict the rate of discharge from the subdivision to the same rate of discharge that existed on the land before subdivision takes place.	
i)	Any adverse effects of the proposed subdivision on drainage on, or from, adjoining properties and mitigation measures proposed to control any adverse effects.	
j)	For stormwater pipes and open waterway systems, the provision of appropriate easements in favour of either the registered user or in the case of the Council, easements in gross, to be shown on the survey plan for the subdivision, including private connections passing over other land protected by easements in favour of the user.	
k)	Where it is not possible to dispose of stormwater by way of gravity pipelines, due to topography, the adequacy of alternative pumping systems.	N/A
l)	Where stormwater disposal cannot be obtained by gravity outfall, the necessity for land to be filled against the fall of the country, solely to obtain such an outfall, and whether it is practical to provide easements through adjoining owners' land to other frontage outfall systems.	N/A
m)	The need for a local purpose reserve to be set aside and vested in the Council as a site for a public utility for stormwater disposal purposes.	N/A
n)	The need for and degree of any financial contribution to achieve the above matters.	N/A

7	Sanitary Sewage Disposal	
a)	The capacity, availability, and accessibility of the reticulated system to serve the proposed subdivision.	N/A
b)	Whether the existing sanitary sewage disposal systems, to which the outfall will be connected, have sufficient capacity to service the subdivision, and if not whether the subdivider should contribute towards the upgrading of the system based on the cost of supplying the incremental increase in demand by the additional lots, in addition to installing the extensions of the supply within the subdivision.	N/A
c)	Where it is not possible to provide a reticulated system with a gravity outfall, the feasibility of individual pump connections with their private rising mains, or new pumping stations, complete pressure, or vacuum systems.	N/A
d)	The relevance of any existing cost sharing scheme and whether the proposed reticulation will benefit other property owners.	N/A
e)	Where a reticulated system is not available, or a connection is impractical, provision of on-site effluent disposal systems in accordance with either District Plan Rules or by a discharge permit issued by the Hawke's Bay Regional Council.	All residential lots will be able to accommodate complying on-site systems at the time of future development.
f)	Where a reticulated system is not immediately available but is likely to be in the near future, the appropriateness of temporary systems.	N/A
g)	Provision made by the applicant for monitoring mechanisms to ensure contaminants are not discharged into the environment from on-site effluent disposal systems, together with any consent notices to ensure compliance.	N/A
h)	The need for a local purpose reserve to be set aside and vested in the Council as a site for a public utility for sanitary sewage disposal purposes.	N/A
i)	The need for and degree of any financial contribution to achieve the above matters.	N/A
8	Trade Waste Disposal	
a)	Whether any proposal to create lots for any business activity or other activity generating trade wastes will have the potential to discharge to outfall trade wastes.	N/A
b)	Whether the volume or type of trade waste generates a need for appropriate outfalls to be provided.	N/A
c)	Where a reticulated system is not available, any consents that may be required for discharge of permits from the Hawke's Bay Regional Council in	N/A

	conjunction with the subdivision consent.	
d)	The need for and degree of any financial contribution to achieve the above matters.	N/A
9	Vegetation Protection	
a)	Whether any significant landscape or natural features, indigenous vegetation, or habitat on the site have been identified in the Plan as having conservation value or amenity value that they should be retained.	N/A
b)	Whether any means of protecting significant natural features, indigenous vegetation, or habitat in perpetuity such as a QEII National Trust covenant or other similar instruments are proposed.	N/A
c)	Whether a local purpose reserve should be set aside and vested in the council to preserve any natural feature, vegetation or conservation value on the site.	N/A
10	Easements	
a)	<p>Whether there is a need for easements:</p> <ul style="list-style-type: none"> i) where a service or access is required by Council; ii) for stormwater passing through esplanade reserves where drainage will be to the river; iii) to meet network operator requirements; iv) in respect of other parties in favour of nominated lots or adjoining Certificates of Title; v) for private ways; vi) for stormwater, sanitary sewer, water supply, electric power, gas reticulation, telecommunications; vii) party walls and floors/ceilings; viii) for servicing with sufficient width to permit maintenance, repair or replacement. 	<p>Easements are required for vehicle access as indicated on the Application Plans. Easements for electricity and telecommunication services will also be required. The location of these services will be determined in association with services providers, and appropriate easements will be shown in a schedule of easements at the time of application for certification pursuant to S223 RMA.</p> <p>Any necessary stormwater easements will be identified in association with the design and formation of the vehicle access to the new lots.</p>
11	Building Location	
a)	The local ground conditions or the situation applying to the lot and the suitability of the site of the building.	All proposed residential lots contain suitable areas for future development.
b)	Whether or not a lot should be restricted from development on parts of the site.	N/A
c)	The minimum floor height for buildings in situations where inundation is likely and damage to structures could occur, but the land may not necessarily be filled.	N/A