

BEFORE THE INDEPENDENT HEARINGS COMMISSIONERS
APPOINTED BY THE TARANAKI REGIONAL COUNCIL

IN THE MATTER OF

the Resource Management Act 1991
(‘the Act’)

AND

IN THE MATTER

of the proposal by Airport Farm
Trustees to renew an air discharge
consent for the poultry farming
operation at 58 Airport Drive, New
Plymouth

STATEMENT OF PLANNING EVIDENCE OF CAMERON JOHN TWIGLEY

08 February 2022

INTRODUCTION

1. My name is Cameron John Twigley.
2. I hold the position of Director, Planning and Environment at BTW Company Ltd, a multidisciplinary consultancy based in New Plymouth and Hamilton.
3. My evidence is given on behalf of submitters Brent Dodunski, Nigel Williams, Barbara McKay and Tama Trustees 369 Limited, Central Football, Judy Erb, Neil and Lloma Hibell, Poppas Peppers 2009 Limited, Kevin and Glenis McDonald, Gavin and Marion Struthers and Rod and Karen Brown.
4. My evidence pertains to planning matters.

QUALIFICATIONS AND EXPERIENCE

5. I hold a Bachelor of Social Science in Geography from Waikato University and a Postgraduate Diploma (with Distinction) in Urban and Regional Planning from Heriot Watt University, Edinburgh. I have been a full member of the New Zealand Planning Institute since 2009. I am accredited to act as an Independent Hearings Commissioner under the Resource Management Act 1991.
6. I have been a practising planner for 21 years. I have worked as a planner in both the public and private sector, mainly the latter. I undertake planning work for a wide range of local authority, central government and private sector clients throughout New Zealand across a wide variety of sectors. My planning advice and project work typically relates to strategic planning, project management, policy analysis or resource consent matters. During my career, I have been involved in a large number of plan development and resource consent processes relating to both district and regional planning issues. I have been involved in many local authority and Environment Court hearings and processes relating to these matters.
7. I have lived and worked as a planner in the New Plymouth District and Taranaki Region since 2006 so I am familiar with the District and Regional Plans and resource management issues in the Region generally.
8. I am familiar with poultry operations in the Region having undertaken work for this industry.

EXPERT WITNESS CODE OF CONDUCT

9. While this is not a hearing before the Environment Court, I confirm that I have read, and agree to comply with, the Environment Court's Code of Conduct for Expert Witnesses (Environment Court of New Zealand Practice Note 2014). This evidence I am presenting has been prepared in accordance with the Code and is within my area of my expertise, except where I state that I am relying on the evidence of another person. To the best of my knowledge, I have not omitted to consider any material facts known to me that might alter or detract from the opinions I express.

SCOPE OF EVIDENCE AND APPROACH

10. I was engaged by the submitters' in November 2021 to provide expert planning evidence in relation to planning matters arising from the proposal by Airport Farm Trustees (AFTs) to seek a 'renewal' of their air discharge consent for an unspecified term.
11. In preparing this evidence, I have reviewed, and will comment on, the following:
- The Proposal;
 - The Site and Receiving Environment;
 - The Regulatory Framework;
 - Submissions and the submitters' evidence;
 - Environmental Effects;
 - The Regional Air Quality Plan for Taranaki;
 - The Regional Policy Statement for Taranaki;
 - Timing for Rezoning of Area R;
 - Operative New Plymouth District Plan;
 - Proposed New Plymouth District Plan;
 - National Policy Statement on Urban Development;
 - The Council Officer's Section 42a report;
 - The expert odour evidence;
 - The evidence of the applicant;
 - The expert evidence of Ms Rowan Williams; and
 - Conclusion.
12. I have had the following specific involvement with respect to the matters currently in front of the Commissioners:
- a) I am familiar with the Airport Drive area and visited a number of the submitters' properties on 21 January 2022.

b) I am familiar with the development of Area Q, the realignment of Airport Drive and the future urban growth plans for New Plymouth District generally.

13. Although the applicant is seeking the early 'renewal' of two discharge consents the Taranaki Regional Council have chosen to deal with the applications separately and so my evidence only considers the application for air discharge consent 'renewal'.

THE PROPOSAL

14. The applicant holds existing discharge consents 4692-2 (wastewater discharge) and 5262-2 (air discharge) which expire in June 2026. The applicant is seeking an early 'renewal' of these consents along with a change to the current activities which involves converting the existing broiler poultry farm operation to free range. The applicant has stated that the overall housing capacity at the site will reduce from 95,000 birds to 61,020 birds. It is not clear to me what consent term is sought by the applicant although I note that the Officer's report recommends granting consent for a further 12-year term beyond the existing consent expiry date.
15. The proposal is well outlined in the Officer's report and for brevity I do not propose to repeat this information.
16. The applicant considers that odour emissions are likely to be substantially reduced due to a reduction in stocking density, changes to roof fans and the fact that some deposition of manure will occur outside the sheds (though bulk will still occur inside where the feeders are located).
17. In my experience applications for 'renewal' of discharge consents are typically sought closer to the period 6 months prior to the expiry of the consent in order to afford the protection offered by section 124 the Act. I acknowledge that the applicant is able to apply for a 'renewal' of consent at this time, but it does make the consideration of whether to grant consent or not more difficult which I will explain further in my evidence.

THE SITE AND RECEIVING ENVIRONMENT

18. The site is generally well described in section 6 of the Officer's report and I adopt this description however I make the following observations about the surrounding environment.

19. The application site is unusual in that, unlike most poultry farms in the District, the sheds are located on a very small parcel of land (1.8 ha) with very limited buffers between neighbouring dwellings, property boundaries and Airport Drive.
20. The application site is also located immediately across the road from a residential zone (Area Q) and within a Future Urban Zone (Area R), which again, is unusual in the context of poultry farms in the New Plymouth District.
21. As noted in Table 4.1 of the Tonkin and Taylor Odour Assessment (Odour Assessment) dated June 2021 there are 16 dwellings located within 300 m of the sheds. In my experience this is a high number of dwellings to be located within a 300 m radius of a poultry farm in the local context. This is largely a result of the small land parcel the operation is located on and the popularity of Airport Drive for rural lifestyle living. I note the Odour Assessment acknowledges that the high number of dwellings within 300 m highlights the reasonably sensitive nature of the receiving environment (compared to other rural receiving environments)¹.
22. New Plymouth is following the trend of a number of cities and is growing to the north. This is in part due to the suitable topography and proximity to key infrastructure e.g. SH3. The expansion of Bell Block towards the poultry farm is well illustrated in the PDP maps below in **Figure 1**.



Figure 1: Application Site shown in black and white hatching. Yellow is residential zone (purple outlined yellow area is Area Q). Grey is Special Purpose – Future Urban Zone (Area R).

¹ Paragraph 5.3, Odour Assessment

Changes since consent was granted in 2011

23. Since the current consents were granted in 2011 a number of changes have occurred to the receiving environment and the strategic planning framework. These changes are:
- In 2015 the land on the west side of Airport Drive between Airport Drive and Wills Road was rezoned from rural environment area to Residential A Environment Area i.e. Area Q and Stage 1 and 2 have started to be developed.
 - Detailed design plans have been finalised, land has been acquired by NPDC and Waka Kotahi and works budgeted to realign Airport Drive to connect with De Havilland Drive by 2024.
 - In 2016 New Plymouth District was identified as a High Growth Urban Area under the National Policy Statement for Urban Development Capacity 2016. This required NPDC to produce a Housing and Business Development Capacity Assessment (HBDCA).
 - In 2019 NPDC approved the HBDCA which forecasts that Area R will be available for urban development by 2028.
 - In 2019 the PDP was notified which essentially carries over the Future Urban Development overlay for Area R in the form of a Special Purpose Zone – Future Urban.
 - There has been further lifestyle subdivision and an increase of dwellings established on Airport Drive.
24. The Officer's report notes that prior to the last consent application for renewal in 2011, NPDC had already investigated options for rezoning an area on the eastern side of Airport Drive known as Area R. I agree with the comment made in the Officer's report that at the time of the renewal in 2011 there was no certainty surrounding future land use zoning for the eastern side of Airport Drive. However, equally it is apparent that as far back as 2011, Area R was already being considered in NPDC's future urban growth plans.
25. The Officer's report records that consents were transferred to the current owners in October 2013. I note that Plan Change 15: Future Urban Development Overlay to the ODP became operative on 25 March 2013 prior to the transfer of consents. This Plan Change further formalised NPDC's intentions for Area Q and R by adding a Future Urban Development Overlay, including associated rules, to provide a level of control to land use activities adjacent to, the future urban growth areas identified by NPDC's Framework for Growth 2008.

26. Therefore, it appears that AFT's have made all of their investments in the poultry farm with the knowledge that the site is identified for future urban rezoning.

Evidence of Mr McDean on the Receiving Environment

27. I agree with Mr McDean's analysis in sections 3.11 -3.17 of his evidence on the potential for dwellings to be erected in the receiving environment as permitted activities.
28. However, given this application is an early 'renewal', with the consent not expiring until 2026, I question the value in this exercise. The key matter for determination in my opinion is whether or not it is appropriate to extend the current discharge consent beyond 2026 and, if it is, then what is an appropriate term of consent. I note that if the 'renewal' application is declined, then the poultry farm will still have a consent to operate until 2026.
29. In my opinion, the District Plan zoning and rules that apply to erecting dwellings on land within the receiving environment are likely to be quite different in June 2026 than they are currently.

THE REGULATORY FRAMEWORK

30. The relevant statutory documents to be taken into account are:
- The Regional Air Quality Plan for Taranaki 2011 (RAQP)
 - The Regional Policy Statement for Taranaki 2010 (RPS);
 - The Operative New Plymouth District Plan 2005 (ODP);
 - The Proposed New Plymouth District Plan 2019 (PDP);
 - The National Policy Statement for Urban Development 2020 (NPS-UD);
 - The Housing and Business Development Capacity Assessment 2019; and
 - The National Environmental Standards for Air Quality Regulations 2004.

THE REGIONAL AIR QUALITY PLAN

31. When considering the application against the RAQP I agree with the section 42a report that the application should be considered as an existing intensive poultry farming process. I also agree that when considering whether the proposed activity should be considered under Rule 52 there is one entry standard to be met as follows:

The nature and scale of the effects of the activity are unchanged from that of the existing consent that is to be replaced or renewed.

32. I note that this is a strict standard in that there must be no change to the nature and scale of the effects of the activity from that of the existing consent that is to be replaced or renewed.
33. After taking into account the expert air quality evidence of Mr Donovan Van Kekem and Mr Duncan Backshall, I consider there is uncertainty as to whether the nature and scale of the effects of the activity will be unchanged, particularly for the McDonald's who will now have a potential unmitigated odour source located right on their boundary i.e. the proposed free range areas for Shed 2 and Shed 3.
34. I also note that the high shelter belt between the poultry farm and the McDonald's property to the north is located entirely on the McDonald's property. Therefore, it cannot be relied on to mitigate adverse odour or visual effects. The shelter belt could be removed by the McDonald's for any number of reasons or could be blown over in a weather event.
35. I note that the applicant proposes a 3 m high windbreak on the northern boundary. My understanding from reading the evidence of Mr Whiting, the odour assessment and the expert air quality evidence is that the purpose of the windbreak is to contain the birds and mitigate dust emissions rather than mitigate odour².
36. In my opinion, when assessing the standard under Rule 52 for the purpose of determining the consent activity status, there needs to be a high degree of certainty that the nature and scale of effects of the activity are unchanged. If doubt exists, then a conservative approach should be taken and consent should be sought under Rule 54.
37. The Officer's report describes the air discharge consent application as an 'early renewal'. I understand that there may be a legal question as to whether the proposed activity of free-range poultry farming actually qualifies as a replacement or renewal of the activity (barn farming) to which the existing consent relates; but that will be a matter left for legal submissions.

² Paragraphs 16 and 33 of the evidence of Edward Whiting

38. If either the standard under Rule 52 is not met, or if the legal interpretation provides that the activity is not the same and cannot qualify, then Rule 54 will apply, and the activity will be full discretionary.
39. If the application is assessed under Rule 52, I note that assessment criteria *c) Effects relating to odour and dust and loss of amenity value of air* requires a broad assessment of the effects relating to odour and dust emissions due to the definition of amenity values in the Act³.
40. The existing amenity values of air in the area and the potential effects on these values are best explained by the submitters who are residents in the area.

Objectives and Policies of the RAQP

41. I agree with the relevant objectives and policies identified in the Officer's report. I have made a general assessment of air emissions in the Assessment of Environmental Effects section of my evidence, which is also relevant to an assessment of the objectives and policies, but I largely revert to the relevant odour experts in this area.
42. I do note that Policy 2.3: Management Areas recognises that some areas of the region are more sensitive to the discharge of contaminants to air than other areas. Part a) of the policy recognises that people and property in urban areas and residences are more sensitive. As previously outlined an urban zone exists immediately across the road from the poultry farm.
43. *Appendix V: Good management practices for intensive poultry farming* of the RAQP provides guidance on the range of options for preventing or minimising adverse effects on the environment from emissions from poultry farming. A number of the management practices are addressed in the evidence of others, however in the Assessment of Environmental Effect section of my evidence I have made some further comments on Appendix V.

REGIONAL POLICY STATEMENT FOR TARANAKI 2010

44. I agree with the summary provided in the Officer's report in paragraph 203 which states:

³ In the Act the term "amenity values" is defined as: those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes (s 2 of the Act).

As is already apparent from what has been set out above, this particular application requires close consideration of how the statutory functions and instruments of the Taranaki Regional Council are to be integrated or coordinated with those of the NPDC; and similarly, how the rights, responsibilities, and expectations of the current consent holder are to be balanced with the objectives and interests of the local community.

45. I consider the issues, objectives and policies of the RAQP are generally reflected in the lower order planning documents of which I have undertaken a more detailed assessment.

LIKELY TIMING FOR REZONING OF AREA R

46. A reoccurring theme in both the Officer's report and the evidence of Mr McDean is an expression of uncertainty about the timing of a plan change to rezone Area R. In the assessment of the RAQP, the Officer's report outlines that the Council has taken account of NPDC's intention to rezone Area R. The position reached in the Officer's report appears to be that there is continued uncertainty around Area R being rezoned, that the alleged uncertainty has not been helpful to the process and that AFTs need business certainty and freedom to operate their existing farm.
47. It is clear to me that NPDC have not wavered from the strategic direction they set in 2011 for Area R to be an urban growth area.
48. I am aware that Stage 2 of Area Q has a subdivision granted for the maximum of 30 dwellings and earthworks are currently being undertaken for this subdivision (subdivision consent attached as **Annexure A**). Under Rule OL60D of the ODP, no further subdivision and development can occur within Stage 2 until either, Parklands Ave is extended across the Waitaha Stream or, Stage 3E is released (noting that further development beyond 30 dwellings accessed from Airport Drive as it currently is would be highly unlikely). In turn, under Rule OL60D, Stage 3E is prohibited from being developed until Area R is rezoned following the completion of the Airport Drive Realignment. I note that under *DEV1 - Bell Block Area Q Structure Plan Development Area* of the PDP this same staging guidance is adopted.
49. The key trigger for the further development of one of New Plymouth's main urban growth areas (Area Q), and the rezoning of Area R to a Residential/Commercial zone, is the realignment of Airport Drive. It is a fact that the Parklands Ave extension and the Airport Drive realignment

are effectively holding up the development of over half of the housing yield of Area Q which equates to 441 residential units (see **Figure 2** below).

50. My understanding is that planning for the Airport Drive road realignment is well advanced with detailed design plans completed, land acquired, works budgeted and a programme agreed to have the works completed by 2024. Once the road is realigned there is no statutory planning impediment to NPDC progressing a Plan Change to rezone Area R.

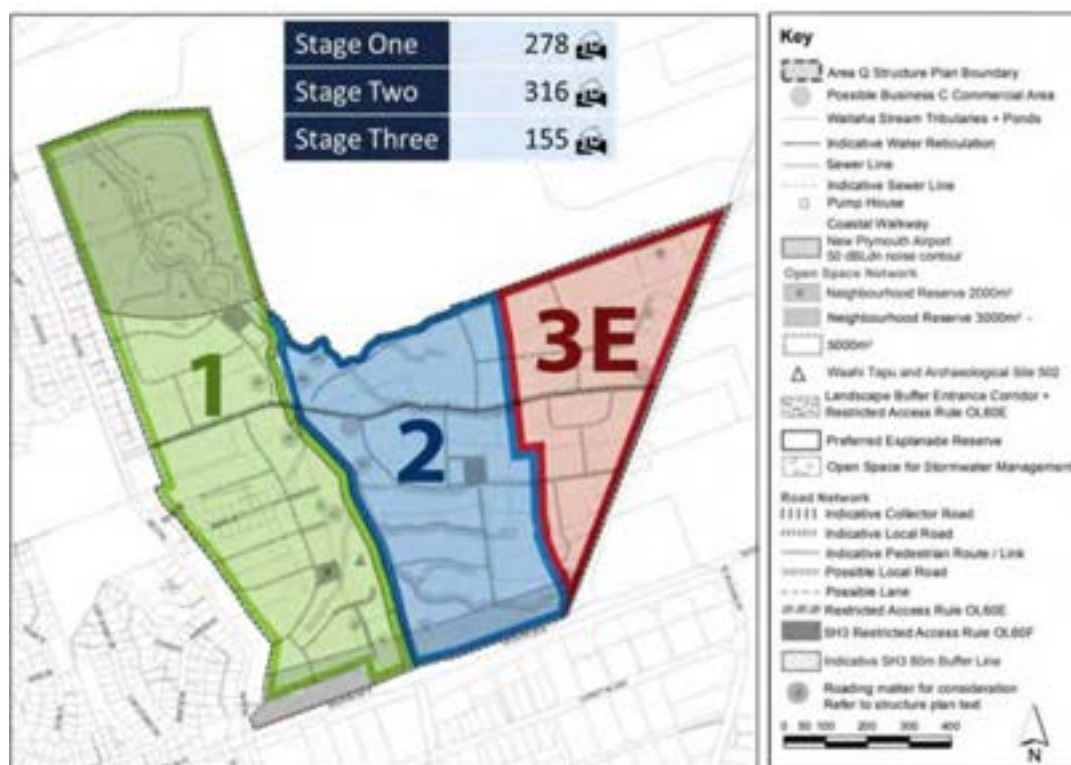


Figure 2: Area Q Staging Plan from HBDCA 2019

51. In my opinion, given NPDC’s duties under the NPS-UD to provide plan enabled, and infrastructure ready, development capacity for housing and business land, and given Area Q is one of New Plymouth’s main growth areas, NPDC need to progress a Plan Change for Area R soon after Airport Drive is realigned so that Stage 2 of Area Q can be further developed and Stage 3E of Area Q can start to be developed. In my opinion a Plan Change would likely to be notified in 2026. Notifying a Plan Change in 2026 would enable the Plan Change to be operative in 2028 (earliest) which would align with the HBDCA as to when Area R will be ready for urban development⁴.

⁴ Figure 4.26 – Future Growth Areas Yield, Housing and Business Development Capacity Assessment 2019, New Plymouth District Council

52. As evidence of NPDC's intent, I am aware that NPDC have recently committed to sharing costs with the current landowner undertaking the 30-lot subdivision in Stage 2 of Area Q (D and L Crow Farm Ltd) to provide a higher standard of design for sewer infrastructure so that it can service the rezoning of Area R. If required I can provide further evidence on this matter.
53. I am also aware from reading the evidence of Rowan Williams that NPDC have applied for funding under the Government's Infrastructure Acceleration Fund (IAF) which is part of the Government's 3.8 billion Housing Acceleration Fund announced in March 2021. Two growth areas including Bell Block have progressed to the Request for Proposal (RFP) Stage. As noted by Ms Williams, funding of these projects would enable construction timeframes to be brought forward for infrastructure works that would support the development of Area Q and Area R.
54. I am also aware that landowners in the Airport Drive area, including some of the submitters, have genuine intent to undertake residential subdivision and commercial development. In **Annexure B** of my evidence, I have attached some of the scheme plan work BTW Company has been involved in for landowners in the area.
55. In summary, I consider there is a much higher degree of certainty that NPDC will progress a plan change for Area R to be rezoned around the time the poultry farm consents are due to expire than is expressed in the Officer's report and the evidence of Mr McDean.

SUBMISSIONS

56. I have read the submissions and evidence of the submitters and acknowledge the widespread concern around adverse effects from AFTs operations and the effect extending the consents beyond 2026 will have on the ability of land to be rezoned and developed.

ASSESSMENT OF ENVIRONMENTAL EFFECTS

Permitted Baseline

57. In his assessment of the permitted baseline (sections 3.20-3.23 and section 3.28), Mr McDean assumes the current permitted baseline under Rule 51

of the RAQP will apply in June 2026 when the existing consent expires. I note that both the RPS (2010) and the RAQP (2011) are overdue for review and there is simply no way of knowing whether the same permitted baseline for poultry farming under Rule 51 will apply in June 2026. I therefore consider a permitted baseline assessment is not helpful in this case.

58. I understand that the permitted baseline will also be addressed in legal submissions.

Odour Assessment

59. While I am not an odour expert, I note that the odour assessments and expert evidence focus on the current situation. There is no consideration of what the receiving environment for odour and dust emissions might be in June 2026. In my view, given the existing consents do not expire until 2026, a key matter to consider is whether it is appropriate to allow the applicant to discharge beyond June 2026 based on the likely receiving environment at that time and if so for what consent term.
60. In my experience, buffer distances are one of the most robust mitigation measures for any effects emitting activity. While good shed management practices and monitoring are important, they are less reliable as they are dependent on the individual performance of a number of farm operators, contractors and Council staff.
61. Without appropriate buffer distances it is difficult to contain odour from a poultry farm operation within the boundaries of a site. When I visited the McDonald property with Mr Grieve on 21 January 2022 we both smelt poultry farm odour as we walked along the shelter belt that screens the McDonald property from the poultry farm. This did not surprise me given how close the sheds are from the boundary.
62. In Table 1 below I have compared the recommended buffer distances from Table 1 of Appendix V of the RAQP for a poultry farm housing 60,000 - 79,000 birds. While I acknowledge the investment that AFTs have put into the farm to mitigate odour and dust and the management practices they have outlined it cannot be ignored that the buffer distances are significantly less than those recommended across all measures.

Table 1: Recommended buffer distance Appendix V RAQP

Number of poultry	1. Distance to nearest off site dwellinghouse	2. Distance to nearest sensitive area (refer to Policy 2.3)	3. Distance to road	4. Distance to any boundary
60,000 – 79,999	300 m	300 m	100 m	50 m
AFT's Operation	55 m	55 m	52 m	11 m

63. If the application is considered to be a discretionary activity under Rule 54 of the RAQP then all actual and potential adverse effects must be considered. This might include a consideration of such matters as noise and traffic effects associated with the operation of the poultry farm.

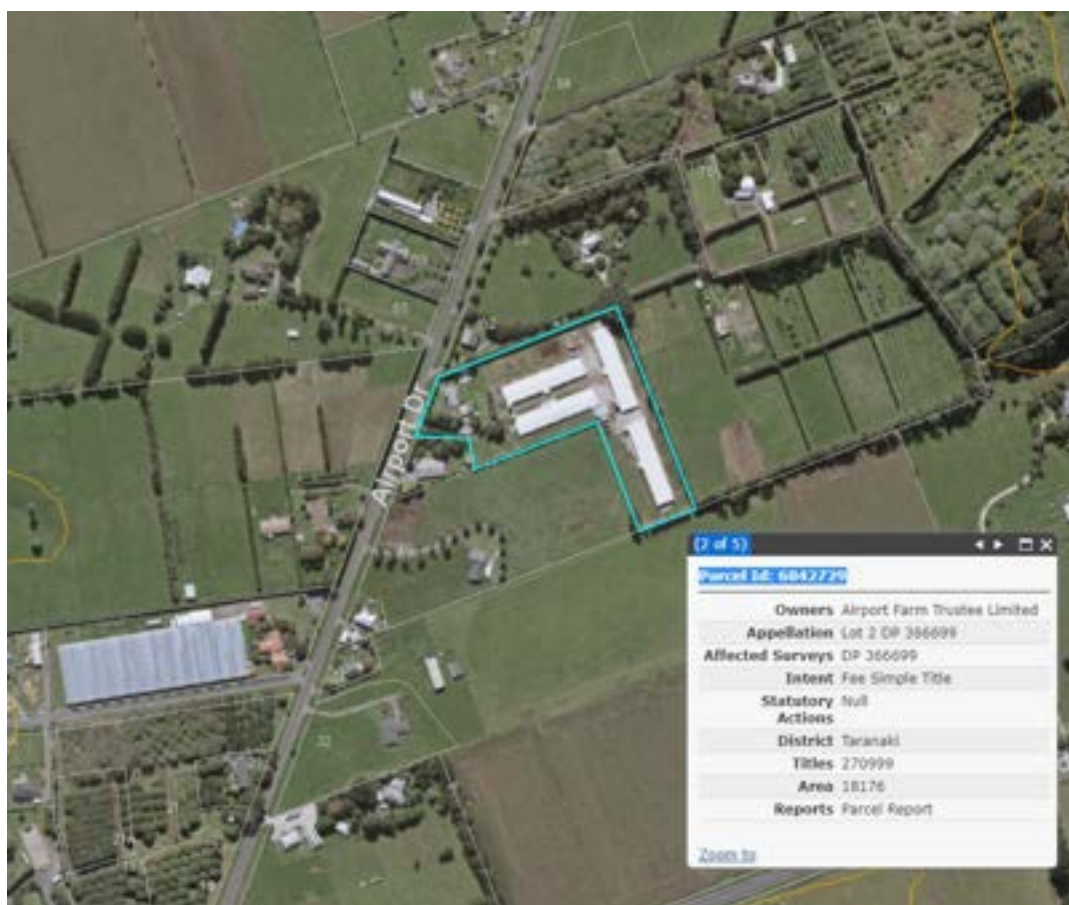


Figure 3: The Application Site – Illustrating the Lack of Buffer Distances

Reverse Sensitivity and Incompatibility

64. In section 3.25 of Mr McDean's evidence he argues that AQU Policy 3 of the RPS should form part of the statutory assessment by the

Commissioners. In my opinion this policy would typically be more relevant when considering an application for a dwelling or subdivision within the vicinity of an existing poultry farm or when considering a plan change for rezoning of land from rural to residential.

65. AQU Policy 3 does have some relevance in that if the air discharge consent was granted with a term beyond 2026, and if this policy or similar policies were in effect, AFTs would have a legal ability to lean on these types of reverse sensitivity policies to stymie urban rezoning and residential subdivision and development.
66. Appendix V of the RAQP further acknowledges this matter:

cc) Reverse sensitivity

To safeguard the opportunity for future expansion, site owners should remain aware of any proposals to subdivide or to change the zoning (land use controls) of nearby land that may allow any establishment of activities that are incompatible with intensive farming.

67. The issue of reverse sensitivity in relation to poultry farms is widely acknowledged and understood. Essentially this relates to an incompatibility between the adverse effects of poultry farming and residential land use and expected higher levels of amenity.
68. Land use incompatibility and reverse sensitivity in relation to certain activities within the Future Urban Development Areas is acknowledged in multiple provisions throughout the ODP. I have underlined some of the more relevant parts of the provisions in respect of the proposal.

Objective 1A

To ensure that activities within and adjacent to the Future Urban Development OVERLAY do not adversely affect the ability to rezone and subsequently develop areas identified as FUTURE URBAN GROWTH AREAS.

Policy 1A.1 Activities within the Future Urban Development OVERLAY should be located and undertaken in a manner that does not have any actual or potential adverse effects on the future rezoning and subsequent development of land identified as a FUTURE URBAN GROWTH AREA.

Reasons 1A.1 The Future Urban Development OVERLAY recognises the need to consider the future rezoning and subsequent development potential of the FUTURE URBAN GROWTH AREAS within the RURAL ENVIRONMENT AREA

identified by the Framework for Growth. A greater level of consideration is required over activities that could potentially compromise the future rezoning and subsequent development of the FUTURE URBAN GROWTH AREAS.

The current pattern of land use within the FUTURE URBAN GROWTH AREAS is predominantly rural dominated by a combination of grazing, dairy farming and rural residential activities. These activities are not considered to be an impediment to the transition to residential or employment related development. There are some activities associated with the rural environment which due to their scale, capital intensiveness, and their potential adverse effects, could potentially preclude or alternatively reduce the area of land available for rezoning and subsequent development. Of particular concern are activities associated with intensive pig and poultry farming. The effects are principally those associated with odour and reverse sensitivity considerations in relation to new residential development in close proximity. The Future Urban Development OVERLAY therefore treats intensive poultry and pig farming as non-complying activities through rules relating to the ERECTION of STRUCTURES or BUILDINGS within the FUTURE URBAN GROWTH AREAS.

Policy 1A.3 Activities within the RURAL ENVIRONMENT AREA should be undertaken in a manner that does not have any actual or potential adverse effects on the future rezoning and subsequent development of adjacent FUTURE URBAN GROWTH AREAS as identified by the Future Urban Development OVERLAY.

Reasons 1A.3 The Framework for Growth has been adopted by the COUNCIL as the means by which the requirement for additional land for FUTURE URBAN GROWTH AREAS is identified. The Future Urban Development OVERLAY is the means by which the FUTURE URBAN GROWTH AREAS are identified on the planning maps. It is considered appropriate to provide rules for certain activities situated within the RURAL ENVIRONMENT AREA, but adjacent to the Future Urban Development OVERLAY that would preclude rezoning and the subsequent effective and efficient development of FUTURE URBAN GROWTH AREAS for their intended purposes. Therefore intensive pig and poultry farming and INDUSTRIAL ACTIVITY are treated as non-complying activities through rules relating to the ERECTION of STRUCTURES or BUILDINGS within specified distance of the Future Urban Development OVERLAY. The rules enable the COUNCIL to consider certain activities that may in the longterm have adverse effects on the ability to re-develop land identified as FUTURE URBAN GROWTH AREAS. These activities have the potential to generate adverse effects which lie beyond the boundaries of their specific sites, particularly in terms of odour, noise, traffic generation, and adverse visual effects. These activities would be incompatible with future rezoning and development of the adjacent FUTURE URBAN GROWTH AREA.

Anticipated Environmental Results 1A (a) The rezoning of the FUTURE URBAN GROWTH AREAS is not compromised by inappropriate subdivision and/or

development within the Future Urban Development OVERLAY. b) The rezoning of the FUTURE URBAN GROWTH AREAS is not compromised by inappropriate development in the RURAL ENVIRONMENT AREA adjacent to the Future Urban Development OVERLAY.

69. In my opinion, NPDC have clearly articulated their concern related to the adverse effects poultry farming activities may have in the long-term on the ability to re-develop land identified as Future Urban Growth Areas due to their incompatibility with residential land use.

70. The PDP takes a similar approach through Objective FUZ-O4 which states:

Activities within and adjacent to the identified Future Urban Zones do not compromise the ability to develop the area for urban growth purposes.

Policy FUZ-P3 seeks to:

Avoid activities that are incompatible with the role, function and predominant character of the Future Urban Zone and/or activities that will:

- 1. constrain, limit or compromise the ability to comprehensively develop and use the Future Urban Zone for urban growth purposes;*
- 2. result in reverse sensitivity effects and/or conflict:*
 - a. with permitted activities; and/or*
 - b. between incompatible activities once urban development occurs;*
- 3. result in adverse effects on the character and amenity of the surrounding area which cannot be avoided, or appropriately remedied or mitigated; or*
- 4. inhibit the efficient provision of infrastructure to service future urban growth needs.*

71. I also note objective DEV1-O3 in the PDP related to Area Q which states:

Activities within and adjacent to the Development Area do not compromise the ability to develop the area in accordance with the Bell Block Area Q Structure Plan Development Area.

72. In my opinion if the air discharge consent was granted for a term beyond 2026 it would be reasonable to expect that the consent holder would submit on any plan change proposal to rezone Area R to an urban zoning, as they did with Plan Change 20 for the rezoning of Area Q. This has the potential to prohibit or constrain the ability for land within a ~ 300 m

radius of the poultry farm being developed which, as acknowledged in the Officer's report, includes a large proportion of Stage E of Area Q⁵ as well as other land in Area R (see **Figure 4** below).

73. I note the evidence of Mr Whiting in his paragraph 11 which states that NPDC considered purchasing the poultry farm prior to AFTs taking ownership. Mr Whiting states that a Council Officer sought approval to purchase the farm for strategic purposes (on the basis that a poultry operation could delay the future rezoning of surrounding land) but this fell through in 2011.
74. In my opinion this further illustrates that NPDC have been thinking strategically for a long period about the potential impact that the long-term presence of the poultry farm could have on the ability for NPDC to rezone land.

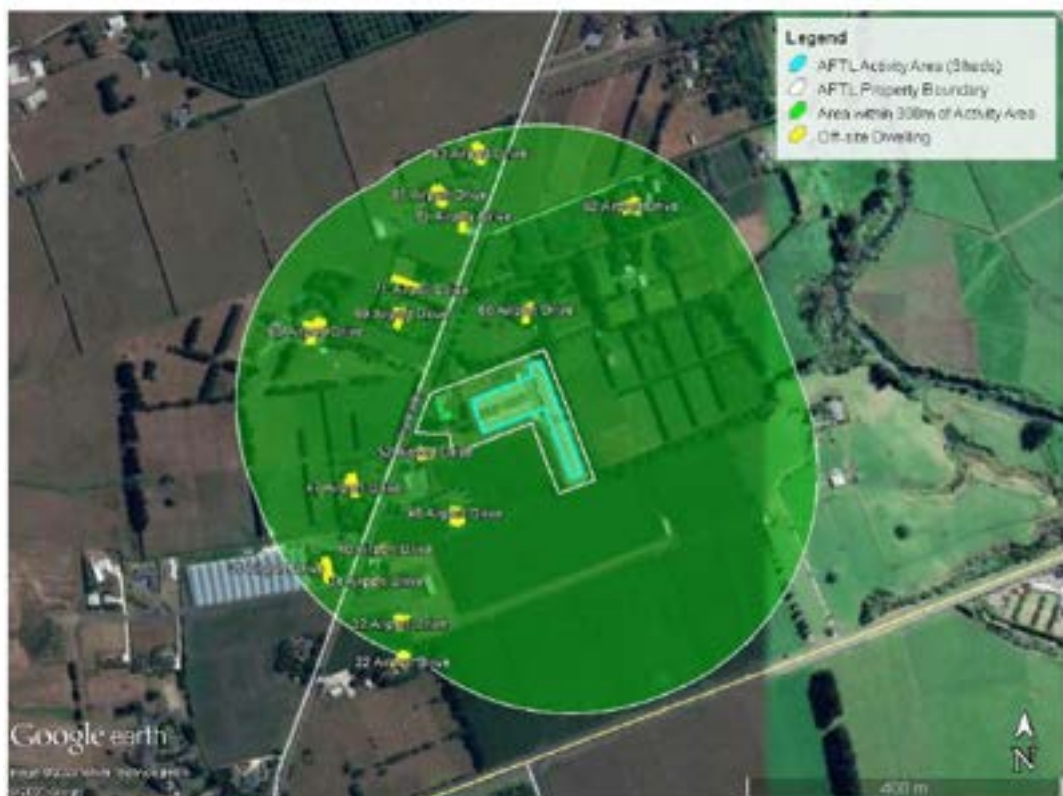


Figure 4: Dwellings and Land within 300 m of AFTs poultry sheds (Source: Airport Drive Free Range Poultry Farm, Odour Assessment by Tonkin and Taylor 2021)

⁵ Paragraph 96, Section 42a report for Resource Consent 5262-3.0, Taranaki Regional Council

CONCLUSION

75. In conclusion I do not support the granting of a consent with a consent duration through to 2038. In my opinion granting a consent with this term would result in land use conflict and incompatibility, would detrimentally impact on NPDC's ability to rezone land which has been long identified as an important future urban growth area and would impact on the submitters' and other landowners' ability to develop their land for residential or commercial uses.

Dated this 08th Day of February 2022.



Cameron John Twigley

**ANNEXURE A – SUBDIVISION RESOURCE CONSENT FOR STAGE 2
AREA Q**



Te Kaunihera-ā-Rohe o Ngāmotu

New Plymouth District Council

When replying please quote document no: 8316212 – SUB18/56970

14 July 2020

D and L Crow Farm Limited
C/- Laura Buttimore
12C Frank Frethey Place
NEW PLYMOUTH

Dear Laura

SUB18/46970.01 CONSENT IS GRANTED TO UNDERTAKE A 38 LOT SUBDIVISION OVER TWO STAGES, INVOLVING THE VESTING OF ROADS AND RESERVES, TWO BALANCE LOTS, THE LOCATION OF DRIVEWAY CROSSINGS WITHIN 30M OF AN INTERSECTION AND THE CANCELLATION OF A CONSENT NOTICE AT 33E AIRPORT DRIVE, BELL BLOCK, NEW PLYMOUTH

I am pleased to be able to **enclose** a copy of a Resource Consent Approval, and my Planners Report prepared under the Resource Management Act 1991, for the above project.

If you are unhappy with any part of this decision you have the right to object in accordance with Section 357A(2) of the Resource Management Act 1991. Any objection shall be made in writing, setting out the reasons for the objection. This must be lodged with Council within 15 working days after receiving this decision.

This letter also formally extends the timeframe within which the decision is to be issued, under section 37A of the Resource Management Act 1991 (RMA). In accordance with section 37A(2)(a), it is advised that the timeframe for processing the application has been extended to 30 working days. The time extension is considered necessary due allow time to consider the effect of the staging on proposed and future services.

Section 37A also requires the consent authority to take into account the interests of any person who may be directly affected by the time extension. It is considered that by taking additional time to complete the consent, a sound decision has been made that will enable both the applicant's interest and community interests to be fully addressed. The consent authority also recognises its duty under section 21 to avoid unreasonable delay. Given the reasons above for extending timeframes, it is considered an extra 10 working days is appropriate.

Yours sincerely

Bridie Fleming
SENIOR ENVIRONMENTAL PLANNER - Consents



Te Kaunihera-ā-Rohe o Ngāmotu

New Plymouth District Council

RESOURCE CONSENT SUB18/46970.01

Granted under Sections 95, 104, 108, and 220 of the Resource Management Act 1991.

Applicant:	D and L Crow Farm Limited
Location:	33E Airport Drive, New Plymouth
Legal Description:	Lots 5 and 7 DP 443058
Status:	The application is a Discretionary Activity under s127 RMA
Proposal:	38 lot subdivision, involving the vesting of roads and reserves, two balance lots, the location of driveway crossings within 30m of an intersection and the cancellation of a consent notice – variation of consent to Stage

DECISION:

In accordance with Section 104 and 104B of the Resource Management Act 1991, consent is granted to subdivide Lots 5 and 7 DP 443058 into 38 allotments, as shown on the scheme plan submitted with application SUB18/46970.01 submitted by Laura Buttimore Planning and entitled "Overall Concept Lots 1-39 being a proposed subdivision of Lot 5 DP 523327", job number 17400, drawing 1, dated 27 May 2020, and "Stage One Lots 1 and 101 being a proposed subdivision of Lot 5 DP 523327", job number 17400, drawing 2, dated 27 May 2020

Subject to the following conditions imposed under Section 108 of the Resource Management Act 1991:

A: Resource Consent

1. In Accordance with Approved Plans

1.1 The subdivision activity shall be carried out in accordance with the plans and all information submitted with the application, detailed below, and all referenced by the council as consent number SUB18/46970, except where amended by section 127 variation SUB18/46970.01.

2. Survey Plan Approval

2.1 The consent holder shall submit a survey plan under section 223 of the RMA in accordance with the approved resource consent subdivision plans submitted by BTW Company on behalf of D and L Crow Farm Limited and entitled "Stage 1 Lots 1 and 101 being a proposed subdivision of Lot 5 DP 523327", job number 17400, sheet 2, revision 5, dated May 202, and "Overall Concept Plan Lots 1-39 being a proposed subdivision of Lot 5 DP 523327", job number 17400, sheet 1, revision 5, dated May 2020, except as modified to comply with the conditions of consent.

2.2 Approval is granted to carry out the subdivision in stages as follows:
- Stage 1 – Lots 1, and balance Lot 101; and

- Stage 2 - Lots 2-39.

Unless otherwise specified the conditions relate to Stage Two only.

3. 224(c) Certification (Both Stages)

- 3.1 The application for a certificate under section 224(c) of the RMA shall be accompanied by certification from a professionally qualified surveyor or engineer that all the conditions of subdivision consent have been complied with, and that in respect of those conditions that have not been complied with:
 - a) a completion certificate has been issued in relation to any conditions to which section 222 applies;
 - b) a consent notice has been or will be issued in relation to any conditions to which section 221 applies; and
 - c) a bond has been entered into by the subdividing owner in compliance with any condition of subdivision consent imposed under section 108(2)(b).

4. Easements

- 4.1 A memorandum of all easements shall be endorsed on the survey plan and shall be duly granted or reserved. This shall include but is not limited to easements for right of way and water services to allow Lot 1 to utilise the existing right of way onto Airport Drive (Stage One) and easements in gross required for water and wastewater services. (Both Stages)
- 4.2 Easements in gross shall be provided in favour of New Plymouth District Council where Council owned infrastructure crosses private property, or to provide access over private property to the New Plymouth District Council's assets, and around Council assets for the purposes of maintenance and operation.
 - a) Such easements shall be three metres wide for pipelines or access and shall be provided with at least two metres clearance around other New Plymouth District Council assets e.g. manholes; and
 - b) Where the pipes are laid to a depth of two metres or more, greater easement width may be required to facilitate maintenance.
- 4.3 Existing easements over Lots 5 & 7 DP 443058 are proposed to be cancelled when the infrastructure within these areas is no longer required once new infrastructure to service the subdivision and existing sites is in place. The cancellation of these easements is approved, subject to the new infrastructure being in place. If required in accordance with section 243(e) of the RMA, the consent holder shall prepare the relevant section 243(e) resolution within the Land Information New Zealand Landonline Territorial Authority Certifications portal as part of the survey plan application for this subdivision.
- 4.4 The consent holder shall meet all costs for the preparation, review, cancellation and registration of the easement instruments on the relevant computer registers.

5. Roads and Vehicle Access

- 5.1 All of the proposed roads shown as Lots 31, 32, 33, and 34 on the approved resource consent subdivision plan shall vest in the New Plymouth District Council as public roads. The consent holder shall meet all costs associated with the vesting of the roads.
- 5.2 The proposed roads shall be constructed to the Council's Land Development and Subdivision Infrastructure Standard requirements NZS4404:2010 and shall be designed and constructed to meet the following requirements and to the approval of New Plymouth District Council's Roading Engineer:
 - a) Roads 31, 32, 33, and 34 shall comply with the Council E12 standard of construction with recessed parking bays unless otherwise approved by New Plymouth District

Councils Roading Engineer in accordance with the Land Development and Subdivision Infrastructure Standard NZS4404:2010.

- b) The proposed intersection or roundabout connecting roads 1, 2 and 4, and the intersection of Road 1 and Airport Drive shall be designed in accordance with the New Zealand Transport Agency Manual of Traffic Signs and Markings. These intersections shall be designed to accommodate the manoeuvring of a fire engine and a future bus route.
- c) A road pavement design shall be provided and shall meet the deflections for Benkelman Beam testing as set out in Table 3.4 for an asphaltic concrete surface and Table 3.2A for an asphaltic concrete surface.
- d) A turning head shall be constructed at the end of any temporary closure of the proposed road with reflective barriers (in accordance with the New Zealand Transport Agency Manual of Traffic Signs and Markings PW66).
- e) Kerb & channel, footpath, berm, stormwater disposal and street lighting shall be provided on the proposed roads.
- f) The location and design of vehicle crossings serving lots 1, 2, 3, 4, 5, 20, 22 and 30 shall be provided and the vehicle crossings shall be located as far from the nearest intersection as practically possible and shall be designed to the Standard specified in the Council's Land Development and Subdivision Infrastructure Standard.

Advice note: If street trees and berm planting are to be installed then these shall be agreed by the Parks and Open Space Manager. The location of street trees shall comply with the Councils District Tree Policy. There shall be no conflict with underground services.

- 5.3 No construction of Road 1 within lot 31 shall commence until the areas identified on the approved subdivision plan as 'TO VEST AS ROAD WITH SUB 17/46750' is vested in the New Plymouth District Council as public road.
- 5.4 All right of ways shall be formed to the requirements of the New Plymouth District Plan and the New Plymouth District Council's Land Development and Subdivision Infrastructure Standard with on-site stormwater control and visibility splays **(Both Stages)**
- 5.5 Multi residential vehicle crossings shall be constructed to serve all right of ways to the standard specified in the New Plymouth District Council's Land Development and Subdivision Infrastructure Standard. An application with the appropriate fee shall be made to the New Plymouth District Council for new vehicle crossings, and upon approval the vehicle crossings are to be installed by a Council approved contractor at the applicant's cost.
- 5.6 The consent holder shall provide and install road naming signs in accordance with the council's standards for both public and private roads, common access lots and access strips that serve six or more lots within the subdivision. An application for road naming shall be made in accordance with New Plymouth District Councils road naming policy.

Advice Note: Land Information New Zealand (LINZ) requires that proposed roads, private roads within common access lots or lot accesses comprising panhandle access strips and/or reciprocal rights of way easements that serve six (6) or more lots are to be named. LINZ has indicated that a name for the road or private road should be in place before the survey plan of subdivision is approved by the council under section 223 of the RMA and advises that if no name is in place this could be problematic when titles are later requested. The consent holder should obtain evidence of acceptance from LINZ that the proposed names are not duplicated within the New Plymouth District area before submitting the names to the council for approval.

6. Earthworks and Construction Management

- 6.1 The consent holder shall submit a Construction Management Plan (CMP) to the New Plymouth District Council for approval. This shall be prepared by a suitably qualified engineer

and shall be submitted to New Plymouth District Council for approval prior to the commencement of any site works. All proposed mitigation measures in the CMP shall be installed in accordance with it prior to any works commencing. The CMP shall include:

Traffic Management

- a) Measures to reduce adverse effects on traffic management in relation to surrounding roads and intersections;

Construction Management

- b) Measures to reduce adverse effects on adjoining properties, including dust, noise, access to properties;

Access and safety

- c) Health and safety measures;
- d) Provision for safe and continuous passage by pedestrians and vehicles to be provided;

Earthworks Management

- e) An Earthworks and Sediment Control Plan detailing the volume and extent of any earthworks, and a detailed description of the methods to be used to minimise the discharge of dust and the release of sediment. This shall include but not be limited to silt control structures on the bank of the Waitaha Stream and associated tributary.

- 6.2 The consent holder shall appoint a suitably qualified engineer to design, control and certify all earthworks.
- 6.3 The consent holder shall submit a report and calculations detailing any filling proposed against existing boundaries and the mitigation proposed to avoid adverse effects on adjoining properties. The construction details of any retaining walls are to be submitted to the Council and shall be certified on completion. A Building Consent shall be obtained and Code Compliance issued where required prior to issue of section 224 certificate.
- 6.4 Weekly monitoring of the silt control structures in accordance with the Earthworks and Sediment Control Plan shall be undertaken by one Puketapu Hapu representative. This shall be at the consent holders expense and shall involve a weekly site visit of no more than 1 hour.
- 6.5 A hapu monitor from Puketapu Hapu shall be on site for all earthworks.
- 6.6 The consent holder shall give Puketapu Hapu a minimum of 3 working days' notice prior to the commencement of earthworks.
- 6.6 Uncompacted fill shall be identified and shall be shown on the final plans and be subject to a Consent Notice in accordance with section 221 of the Resource Management Act 1991. Compacted fill shall be certified by a suitably qualified engineer as per section 2 of NZS4404 with the Schedule 2A form completed and lodged with the Council at the end of the work.
- 6.7 Any excavation works that take place over or near Council reticulation shall ensure that backfill/compaction and adequate cover complies with the Land Development and Subdivision Infrastructure Standard NZS4404:2010.
- 6.8 If the consent holder:
 - (a) discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder should, without delay:
 - (i) notify the Consent Authority, Tangata whenua and Heritage New Zealand and in the case of skeletal remains, the New Zealand Police.
 - (ii) stop work within the immediate vicinity of the discovery to allow a site inspection by Heritage New Zealand and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.

- (iii) Any koiwi tangata discovered should be handled and removed by tribal elders responsible for the tikanga (custom) appropriate to its removal or preservation.

Site work should recommence following consultation with the Consent Authority, Heritage New Zealand, Tangata whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained.

- b) discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder should without delay:

- (i) stop work within the immediate vicinity of the discovery or disturbance; and
- (ii) advise the Consent Authority, Heritage New Zealand, and in the case of Maori features or materials, the Tangata whenua, and if required, should make an application for an Archaeological Authority pursuant to the Historic Places Act 1993; and
- (iii) arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work should recommence following consultation with the Consent Authority, Heritage New Zealand, Tangata whenua in the case of Maori features or materials, provided that any relevant statutory permissions have been obtained.

7. Water

- 7.1 An individual water connection incorporating a manifold assembly and water meter shall be provided for all residential lots. An application for service connection and infrastructure connection to the Council main is required. The consent holder shall cover the cost of each water meter as part of the service connection fee. The connection and meter shall be installed by Council or a Council approved contractor. An as built plan of all connections shall be required. This shall include confirmation that there are no cross-boundary water connections proposed.

- 7.3 All new water reticulation shall be designed and constructed to the requirements of:
 - a) The New Plymouth District Council Consolidated Bylaws 2014 Part 14 Water Supply.
 - b) The Council's Land Development and Subdivision Infrastructure Standard requirements.
 - c) The New Zealand Fire Services "Code of Practice for Fire Fighting Water Supplies" requirements.

- 7.4 The water main connection at Airport Drive is to be made to the 150mm AC main not the new 250 PE pipe as this is currently non potable.

- 7.5 Calculations and engineering plans shall be submitted for approval prior to construction. Designs shall incorporate water demand and peak flow data and shall include confirmation that water pressure at the point of supply for the subdivision complies with Council Infrastructure Standards.

- 7.6 Lot 1 shall be served by a new temporary water connection from the existing private 63mm water line servicing properties along the existing right of way (Stage One):
 - a) An application for the connection shall be lodged with the Council with the appropriate fee.
 - b) Upon approval, the connection is to be installed by a Council approved contractor at the applicant's cost.
 - c) An as-built plan of all connections shall be provided to the Reticulation Engineering Officer Water.
 - d) Confirmation that water pressure at the point of supply for the urban area complies with the Council Infrastructure Standard is required.

8 Wastewater

- 8.1 A new sewer pump station and sewer line are being constructed to serve Area Q. Once this line is in place and operational, all lots including Lot 1 from Stage One shall be connected to this service. S224 certification will not be provided for the subdivision until all residential lots are connected to this new operational reticulation.
- 8.2 A wastewater connection shall be provided for all residential lots. For all new connections to wastewater services an application with the appropriate fee is to be made to New Plymouth District Council, and upon approval this connection is to be installed by a Council approved contractor at the consent holders cost.
- 8.3 Where a common private wastewater drain serves more than 2 single dwelling units a manhole will be required at the point where the common drain meets the Council reticulated system.
- 8.4 All wastewater new reticulation shall be designed and constructed to the requirements of:
- a) The Building Act,
 - b) The New Plymouth District Council Consolidated Bylaws 2014 Part 14 Wastewater Drainage,
 - c) The Council's Land Development and Subdivision Infrastructure Standard.
- 8.5 The new sewer connections to the New Plymouth District Council trunk main shall be connected to the stubs in the manholes on the trunk main.
- 8.6 Where a common private wastewater drain serves more than 2 single dwelling units a manhole will be required at the point where the common drain meets the Council reticulated system.

9. Stormwater Disposal and Building Platform

- 9.1 A report shall be provided by a suitably qualified engineer and submitted to the Council to confirm the suitability of all lots for on-site stormwater disposal from dwellings and paved areas. If it is demonstrated that on-site disposal is not suitable an alternative method of disposal is to be identified and made available (Both Stages)
- 9.2 A report shall be provided from a suitably qualified engineer to confirm that there is available within all lots a stable and flood free building platform suitable for building foundations on accordance with the requirements of the New Zealand Building Code – Acceptable Solution B1/AS4 of Approved Documents B1/4; Structural Foundations (Both Stages)
- 9.3 For residential lots adjacent to secondary flow paths and/or ponding areas, finished floor levels of 500mm above the 1% AEP shall be specified. This will allow for the minimum freeboard protection as referred to in NZS4404. Finished floor levels for all sections shall be shown on the final Engineering Report. Levels shall be shown in relation to Taranaki Datum.
- 9.4 Where it is not possible to achieve the level of protection in condition 9.3 by use of secondary flow paths, then the primary flow path shall be increased to provide for a 1% event in capacity until the level of protection can be achieved.
- 9.5 Where required in accordance with conditions 9.2 - 9.4 above, consent notices pursuant to section 221 of the RMA shall be registered on applicable certificates of titles requiring habitable buildings to be located clear of overland flow paths and 500mm above the 1% AEP and/or to specify geotechnical requirements for building platforms.

- 9.6 No flooding or nuisance is to be created by the increased stormwater surface flow in the catchment downstream of the development. To ensure that this does not occur a report from a suitably qualified and experienced person shall be required and shall provide:
- a) A detailed catchment analysis of the catchment and details of any remedial works required to mitigate any adverse effects;
 - b) The design and location of stormwater ponds within the esplanade reserve/s OR sump and swale OR other design that incorporates two stages of natural filtration to treat stormwater prior to being discharged to the Waitaha Stream and/or tributary; and
 - c) the design and location of discharge points, including the requirement for energy dissipation and erosion control.

10. Reserves

- 10.1 Lots 35 and 36 shall vest in the New Plymouth District Council as local purpose esplanade reserve.
- 10.2 An overall reserve plan shall be provided to the New Plymouth District Council Parks and Open Space Manager for approval. The reserve plan shall include:
- a) Planting of native species within the riparian area immediately on the eastern bank of the Waitaha stream for its entire length with a minimum planted width of 2m;
 - b) Planting of native species within the riparian area on either side of the tributary (lot 36) for its entire length with a minimum planted width of 2m;
 - c) The location of the stormwater infrastructure to treat stormwater from the roads and paved areas prior to discharging into the Waitaha stream and/or tributary and provision for planting of native species and for a 2m mowing strip around this infrastructure;
 - d) Plant species detailed above shall be endemic to the Taranaki Region and shall be locally sourced;
 - e) Details of all proposed planting including the planting mix, size and extent of planting;
 - f) The removal of all pests and weeds from the reserve area;
 - g) Evidence of consultation undertaken with Puketapu Hapu regarding the design of the reserve, reserve planting, and stormwater infrastructure.
- 10.3 Planting within the esplanade reserves shall be undertaken by a suitably qualified landscape professional prior to the issue of the section 224 certificate.
- 10.4 All reserve infrastructure and planting shall be maintained in good condition for a period of not less than 24 months from the date of the issue of the section 224 certificate. Such maintenance shall include but not be limited to, the replacement of any trees/plants that are removed, dead or defective, the removal of weeds at other maintenance as specified in the New Plymouth District Councils Code of Practice.

11. Requirements for the Installation of Infrastructure and Services

- 11.1 Engineering plans and specifications for the sewer, water, stormwater, earthworks, roading, street lighting/isolux design, common service trenches, location of above ground utility structures and reserve and street tree planting design shall be submitted to and approved by the Council prior to the commencement of work.
- 11.2 Where combined service trenches are proposed to be used, the consent holder shall provide cross sections on the engineering plans showing separation distances both horizontally and vertically.
- 11.3 All work shall be constructed under the supervision of a suitably qualified person who shall also certify that the work has been constructed to the approved Engineering Plan and applicable New Plymouth District Council Infrastructure Standard requirements.

- 11.4 "As Built" Plans shall be provided for all works specified in condition 11.1 above.
- 11.5 The supervision of the work, certification of work and the provision of as built plans shall be as prescribed in section 1.8 of New Plymouth District Council Land Development and Subdivision Infrastructure Standard.
- 11.7 A schedule of assets to vest in the New Plymouth District Council is required.

Advice note:

All the above works are to be designed and constructed in accordance with the following current and relevant New Plymouth District Council's Land Development and Subdivision Infrastructure Standard. These standards are for mitigating adverse effects on the environment from earthworks, traffic (roading and vehicle access), sewage and stormwater drainage, water supply and utility structures:

Standard Specification for Sanitary Sewers and Stormwater

Standard Specification for Water Reticulation

Other alternative solutions may be approved for those aspects where the Infrastructure Standards are unable to be met or can be achieved in a different way.

- 11.8 A defects liability period of 12 months shall apply for assets to vest. A bond amounting to 5% of the value of the work for the first \$200,000 and 2.5% of the remaining value of the maximum bond value of \$200,000 is required for the duration of the defects liability period.

12. Consent Notices

- 12.1 The consent holder shall register with the Registrar-General of Land a consent notice to be complied with on an on-going basis, under section 221 of the RMA, against the computer registers (certificates of title) for lots 1, 2, 3, 4, 5, 20, 22 and 30:

The vehicle crossing serving this lot shall be located and designed in accordance with the approved plans and shall be constructed to the Standard specified in the Council's Land Development and Subdivision Infrastructure Standard. An application with the appropriate fee shall be made to the Council for a new Vehicle Crossing, and upon approval the vehicle crossing is to be installed by a Council approved contractor at the applicant's cost.

- 12.2 The consent holder shall register with the Registrar-General of Land a consent notice to be complied with on an on-going basis, under section 221 of the RMA, against the computer registers (certificates of title) for lots 38 and 39:

No residential dwellings shall be constructed.

No further subdivision or development shall occur.

- 12.3 The consent holder shall register with the Registrar-General of Land a consent notice to be complied with on an on-going basis, under section 221 of the RMA, against the computer registers (certificates of title) for Lot 1:

Lot 1 will be located further than 135m from a fire hydrant. Any residential building constructed shall provide for a firefighting water supply and access to this system that complies with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008.

13. Financial Contributions (Both Stages)

- 13.1 A Financial Contribution for the recently constructed water and sewer reticulation to better serve the area for the future development shall be paid. Based upon a rate of \$64474/HA, Lot 1 will be charged as follows:

Residential area: 2040m² = \$13152.70 plus GST (Stage One)

- 13.7 A Financial Contribution for the provision of open space in Area Q shall be paid in accordance with Appendix D Rule 5.19-5.21. The percentage calculation is 1.34%. The contribution for this Lot is \$2680 plus GST. (Stage One)
- 13.8 A Financial Contribution shall be paid for the Airport Drive realignment and intersection at State Highway attributable to growth. The contribution to be paid for each lot is \$3107.31 plus GST (Stage One)
- 13.9 A Financial Contribution for the construction of the sewer and water reticulation to serve the area within this development shall be paid by the consent holder. Based upon a rate of \$64,474/ha, and a Residential area of 24320m², \$156800.76 plus GST is payable (Stage Two)
- 13.10A financial contribution for the provision of open space in Area Q shall be paid in accordance with Appendix D Rule 5.19-5.21. The financial contribution shall be \$2680 plus GST per lot (Stage Two).
- 13.11A financial contribution shall be paid for the Airport Drive realignment and intersection at State Highway attributable to growth. The financial contribution shall be \$3107.31 plus GST per lot (Stage Two)

14. Deed of Covenant (Stage One)

- 14.1 The Applicant shall enter into a Deed of Covenant with the Council which will provide that as soon as the sewer pump station, sewer line and water main have been constructed, the Owner of Lot 1 will disconnect its existing on-site septic treatment for sewage and temporary water connection from the existing private water line and connect the property to the new sewer line and water main following completion of construction at the cost of the Applicant in all respects. This obligation shall run with the land.

An Encumbrance Instrument shall be registered as a first charge against the Record of Title to issue for the new Stage 1 Lot 1 to secure the obligations set out in the Deed of Covenant. Such Deed of Covenant and Encumbrance Instrument shall be prepared by the Council's solicitor at the cost of the Applicant in all respects.

B. Cancellation of easement (Stage Two)

Pursuant to Section 243(e) of the Resource Management Act, the existing right of way marked A and over part Lot 7 DP 443058 marked B on DP 447291 created through Easement Instrument 8868246.3 and proposed right of way A allowing Lot 1 to have access over Lot 101 as shown on the Stage One scheme plan shall be revoked.

Advice notes:

*Under section 125 of the RMA, this consent lapses five years after the date it is granted (**16 May 2018**) unless:*

- a) A survey plan is submitted to Council for approval under section 223 of the RMA before the consent lapses, and that plan is deposited within three years of the approval date in accordance with section 224 of the RMA; or*
- b) An application under section 125 of the RMA is made to the council before the consent lapses (five years) to extend the period after which the consent lapses and the council grants an extension.*

This consent is subject to the right of objection as set out in section 357A of the Resource Management Act 1991.

A Development Contribution for off-site services of \$3139.61 plus GST for Stage One and \$91,048.65 plus GST for Stage Two is payable by the applicant and shall be invoiced separately. The 224 release of this subdivision will not be approved until payment of this contribution is made.

Any excavation that takes place within road reserve during this development shall require an approved Corridor Access Request (CAR). Refer to the National Code of Practice for Utility Operators' Access to Transport Corridors for additional information. Applications can be made via the website www.beforeUdig.co.nz or 0800 248 344. A CAR along with a Traffic Management Plan must be submitted a minimum of 5 working days before an operator intends to start work for minor works or 15 working days for major works and project works. All costs incurred shall be at the applicant's expense.

A resource consent will need to be obtained for any works requiring resource consent approval in accordance with the regional plans of the Taranaki Regional Council. This may be required for stormwater discharge or silt control and earthworks:

- a) These consents should be provided to the New Plymouth District Council prior to the commencement of any work on site; and*
- b) Any consent required should be obtained in the name of the developer. The New Plymouth District Council will then accept the responsibility for any consent for an infrastructure asset upon acceptance of that asset.*

DATED: 14 July 2020



Rowan Williams
PLANNING LEAD

**PLANNING REPORT TO THE PLANNING LEAD
RESOURCE CONSENT FOR A CHANGE OR CANCELLATION OF CONSENT CONDITIONS
FOR CONSENT NO. SUB18/46970.01**

Applicant:	D and L Crow Farm Limited
Site Address:	33E Airport Drive, New Plymouth
Legal Description:	Lots 5 and 7 DP 443058
Site Area:	Total: 9.09ha
Environment Area:	Residential A
District Plan Overlays:	Area Q Structure Plan Stage 2
Proposal:	38 lot subdivision, involving the vesting of roads and reserves, two balance lots, the location of driveway crossings within 30m of an intersection and the cancellation of a consent notice – variation of consent to Stage
Activity Status:	The application is a Discretionary Activity under s127 RMA

Background, Proposal and Site Description

1. Pursuant to Section 127 of the Resource Management Act 1991 (the Act) D and L Crow Farm Ltd are applying the change the conditions to an existing resource consent to subdivide Lots 5 and 7 DP 443058 into 38 lots including the vesting of roads and reserves.
2. The applicant originally lodged a 38 lot subdivision application at 33E Airport Drive on 22 January 2018. The subdivision approved 30 residential allotments ranging from 840m² to 1100m² in size, and associated roads and reserve areas. These are summarised below:
 - Lots 1 to 30 – residential lots ranging from 840m² to 1100m² in size;
 - Lot 31 – to vest in New Plymouth District Council as road (9170m²);
 - Lot 32 – to vest in New Plymouth District Council as road (3180m²);
 - Lot 33 – to vest in New Plymouth District Council as road (1880m²);
 - Lot 34 – to vest in New Plymouth District Council as road (3030m²);
 - Lot 35 – to vest in New Plymouth District Council as reserve (5780m²);
 - Lot 36 – to vest in New Plymouth District Council as reserve (3600m²);
 - Lot 37 - balance rural allotment (2.24ha); and
 - Lot 38 – balance rural allotment (1.5ha).
3. The applicant proposes to vary the original subdivision consent. The size of Lot 1 is proposed to be increased to 2040m² with Lot 2 repositioned on the western side of the development adjoining Lot 21 and a future lane (Lot 33). The variation will also allow for staging of the development creating:

Stage One

- Lot 1 of 2040m² with vehicle access over the existing right of way onto Airport Drive which is proposed to be extended into the subject site to access Lot 1; and
- Lot 101, the balance, of 8.81 hectares.

Stage Two

- 29 residential sections;
- two areas of land to be vested as esplanade reserve;
- one lot to vest as recreation reserve;
- two balance allotments; and

- four lots to vest as road.



Figure 1: Proposed Subdivision Variation SUB18/46970.01 Stage One



Figure 2: Proposed Subdivision Variation SUB18/46970.01 Overall Concept Plan

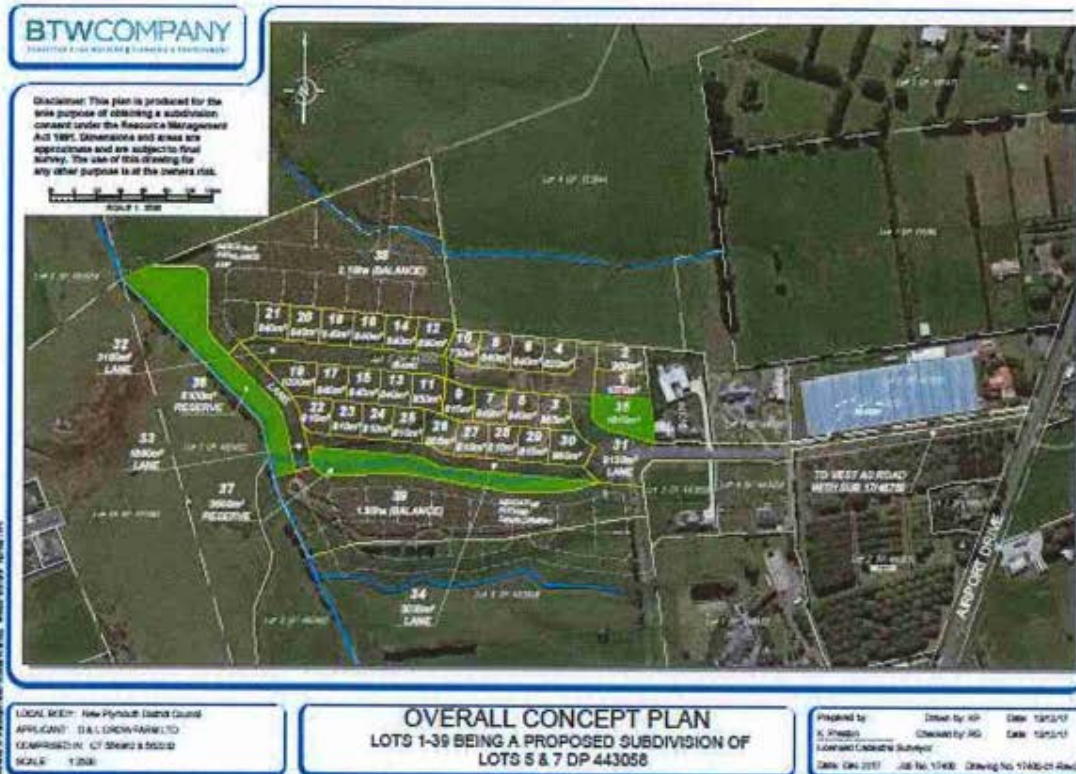


Figure 3: SUB18/46970 Previously Approved Subdivision

4. The applicant proposes to vary conditions to reflect the proposed staging and repositioning/resizing of lots.
5. I have assessed the scale of the proposed changes by comparing the approved subdivision for which consent was granted and the nature of the proposed changes. I have also given regard to whether the proposed variation is changing the scope or increasing the scale of the activity.
6. Where a variation may result in a fundamentally different activity or one having materially different adverse effects or would expand or extend the original activity it should be treated as a new application.
7. Stage One of the subdivision will result in subdivision of land that requires access to an existing right of way where there is an increase in the number of allotments being served by, or having ownership of, a right of way. This triggers the requirement for consideration under rule Res54. The existing right of way exceeds the Infrastructure Standards in terms of right of way design and widths. However, it is noted that the increase to the existing right of way use will be temporary and the right of way is proposed to be widened and formed as a road in Stage Two in accordance with the Area Q Structure Plan. The Stage One balance is currently used as pastoral land for grazing as part of a wider dairy farming operation and this use is proposed to be continued until such time that Stage Two is developed.
8. The written approval of all owners/occupiers of this right of way has been provided with this application. The applicant has commented in a letter dated 24 June 2020 that *"It is considered an increase of one allotment is negligible in terms of potential effects given the existing standard and formation and the proposed future use of the existing right of way"*. I agree with this assessment.
9. Although rule Res54 is triggered under the District Plan it is considered this right of way is capable of handling the additional traffic from this additional lot. No upgrade to the existing right of way will be required and I accept that this proposal remains within scope of the

original subdivision application and the application can be processed as a variation under s127 RMA.

STATUTORY CONSIDERATIONS

10. It is considered appropriate to consider this application for a change of existing conditions of SUB18/46970 because the main activity i.e. subdivision of land will remain the same. The application therefore has fully **Discretionary Activity** status.
11. Processing and determination of the application are carried out under s88 – 121 of the RMA as per a resource consent application, however only the effects of the changes are considered rather than the activity as a whole. It is not considered by the applicant that there will be any further breaches of the Operative or Proposed District Plan rules beyond those applied for in the original application and consented to under SUB18/46970.

EFFECTS DISREGARDED

12. The following effects have been considered for the purposes of the notification decision and s104 assessment (s95D, 95E and 104(2)&(3)(a)):
 - The permitted baseline has not been applied as it is more appropriate to consider the consented activity as the baseline which breaches a number of Operative District Plan permitted standards.
 - Effects on persons who own or occupy the site and adjacent sites have been disregarded for the public notification assessment.
 - The application is for a discretionary therefore the assessment of adverse effects is not restricted and no such effects have been disregarded.
 - I am not aware of any trade competition effects relating to this application.
 - The original application included the written approval of the owners of the following persons:
 - Brett and Katrina Engert at 33A Airport Drive;
 - Daniel and Nicole White at 33B Airport Drive;
 - Belinda Sawyer and Brent Fredericksen at 33C Airport Drive;
 - Kit Jensen on behalf of Celia Jensen at 33D Airport Drive;
 - Susan Jensen at 35 Airport Drive; and
 - The New Zealand Transport Agency.
 - The variation application includes the written approval of the other users of the right of way including the following persons:
 - Katrina Engert on behalf of Brett Engert at 33A Airport Drive;
 - Nicole White on behalf of Daniel White at 33B Airport Drive;
 - Kit and Celia Jensen at 33D Airport Drive;
 - Darren and Wendy Baxter, the new owners/occupiers of 33C Airport Drive.

NOTIFICATION DECISION

13. S127(4) states: *'For the purposes of determining who is adversely affected by the change or cancellation, the consent authority must consider, in particular, every person who: (a) made a submission on the original application; and (b) may be affected by the change or cancellation'*. The original application was non-notified. It is considered the usual notification sections s95A-E of the RMA can be used to determine if anyone is affected by the current change.
14. It is considered that the activity does not need to be publicly notified under s95A for the following reasons:
 - No mandatory requirements for public notification apply (Step 1):
 - The applicant has not requested the application be publicly notified;

- The applicant has not refused to provide further information or refused to agree to commissioning of a report under s95C; and
- The application is not being jointly made with an application to exchange recreation reserve land under s15AA of the Reserves Act 1977.
- The application is to undertake a subdivision on residential zoned land and is therefore precluded from public notification (Step 2). Step 3 is not required.
- No special circumstances exist in relation to the application that warrant the application being publicly notified (Step 4).

15. It is considered that the activity does not need to be limited notified under s95B for the following reasons:

Step 1: certain affected groups and affected persons must be notified

- No protected customary rights groups or customary marine title groups are affected by the activity;

The proposal is on land that contains a Statutory Acknowledgement Area for Te Kotahitanga o Te Atiawa iwi. The Waitaha Stream triggers statutory acknowledgement. Tangata whenua have a special relationship with the mouri of waterbodies, and ancestral, cultural, spiritual or historical associations with waterbodies. Consultation has been undertaken with Te Atiawa and Puketapu hapu within whose rohe the subject site is placed. Te Kotahitanga o Te Atiawa Trust were sent a copy of the application for their records and comment. No comments in relation to the variation were received from iwi.

Subdivision SUB18/46970 approved a 20m wide esplanade reserve along the Waitaha Stream and tributary (Lots 36 and 37). The proposed esplanade reserves are supported as this will ensure ongoing protection of the stream and facilitate future public access and mana whenua ability to undertake cultural activities.

Puketapu Hapu were not considered to be adversely affected by the 2018 subdivision application as they agreed to conditions of consent with the applicant to address adverse effects on cultural values.

The variation proposes to split the decision into two stages and does not propose to vary any esplanade reserves, earthworks, landform, servicing (waterwater and stormwater discharge), land use intensification, proximity of buildings to waterways, or conditions as agreed to with Puketapu hapu. The effects of establishing proposed Lot 2 in relation to the Waitaha Stream will be less than minor as it is set back further than the currently required 10m distance¹ and there is an approved Lane (Lot 33 to vest) and Reserve to vest (Lot 6) in between. I therefore do not consider the proposed changes to consent will adversely affect the waterbodies contained within the subject site.

Step 2: if not required by step 1, limited notification precluded in certain circumstances

- The application is not subject to a rule or national environmental standard that precludes notification.
- The application is not precluded from limited notification.

Step 3: if not precluded by step 2, certain other affected persons must be notified

- A person is affected if the consent authority decides that the activity's adverse effects on the person are minor or more than minor.

¹ RuleSUB-S9 of the proposed District Plan.

Assessment of affected parties

- Section 127(4) requires Council to consider who might be adversely affected by the change to the condition. It states that for the purposes of determining who is adversely affected by the change the Council must consider every person who made a submission on the original application and may be affected by the change. The original application was processed on a non-notified basis. The effects on people have been assessed below:
 - The number of allotments subject to this subdivision variation will not be increased; it primarily is an adjustment to lot layout and staging to allow for Lot 1 to be created prior to the remaining lots.
 - Resulting landuse activities relating to the subdivision (being residential) are compatible with the area and the subdivision will not detract from the quality or character and amenity of the surrounding residential environment.
 - Outlook on the owners/occupiers of adjoining properties will not vary from what has been previously approved. Any effects of the adjustments to the proposed lot layout and design are considered to be internal to the subdivision site.
 - There will be no change to the previously approved widths of the two esplanade reserves within the site along the Waitaha Stream and tributary.
 - The application will continue to meet the assessment criteria with regards to services including provision of services.
 - Access can continue to be provided to the each lot.
 - I have considered the effects of the variation on the proposed transportation network and potential adverse effects on the New Zealand Transport Agency. Overall, the proposed variation will not increase the number of allotments of the development, vary the positioning of any future roads, or affect the recommendations of the MWH Traffic Impact Assessment, dated February 2017, provided with the original subdivision development.
- In conclusion, no people would be affected in a minor or more than minor way by the change to the proposal.

Step 4: further notification in special circumstances

- There are no special circumstances that warrant public notification.

Conclusion

16. Therefore, the change to the land use application may be processed on a **non-notified** basis.

SECTION 104 ASSESSMENT

Assessment of Actual and Potential Effects on the Environment - S104(1)(a)

Operative New Plymouth District Plan

17. The assessment of adverse effects on people in the notification report is also relevant for the purposes of the assessment required under s104(1)(a). As stated under the s95 assessment, effects on people will be less than minor and therefore considered to be acceptable.
18. The proposed variation will be undertaken in general accordance with the Area Q Structure Plan. Albeit a revised site layout and positioning of Lots 1 and 2, all lots will continue to exceed the minimum permitted lot size of 450m². All lots will have direct road frontage to the new roads within the subdivision area. The layout of roads and reserves in the subdivision provide good connectivity through the site, and to surrounding lots that will be

developed in the future. The roads have been designed to front the Waitaha Stream and associated tributary in order to provide an open amenity and character.

19. The Waitaha Stream is identified as a Statutory Acknowledgement Area and the applicant undertook consultation with Puketapu Hapu as part of the previous subdivision application. Through this consultation, conditions of consent were agreed between the applicant and Puketapu Hapu to manage adverse cultural effects. This included managing earthworks and sediment discharge, design of reserves, vegetation, stormwater disposal and archaeological discovery protocols. No changes are proposed to these agreed conditions.
20. Traffic effects within the development and on the surrounding road network are considered acceptable. The proposed variation will not increase the number of residential lots within this development.
21. The repositioning of Lots 1 and 2 will not affect its ability to be serviced. The subdivision will continue to be able to be appropriately serviced with stormwater, water and wastewater services, subject to conditions of consent being imposed regarding engineering design and construction and development contributions.
22. A new sewer pump station and sewer line are being constructed to serve Area Q. Once this line is in place and operational, all lots shall be connected to this service. As a temporary measure until such time these services are available, Lot 1 shall be served by a septic tanks and a new water connection from the existing private 63mm water line servicing properties along the existing right of way.
23. Appendix 5 of the District Plan sets out rules and formulae for Financial Contributions for future growth areas and new areas of open space. In this regard contributions are payable for sewer, water, and open space. In addition, a contribution is required for growth related upgrades to the State Highway Network. A condition will be placed on the consent to separate the financial contributions for Lot 1 (Stage One) from the remaining lots (Stage Two).
24. Overall, I accept that the use, scale and design of this subdivision development will be keeping in character with the surrounding residential environment. There is no increase in the number allotments being created through this subdivision. The subdivision will result in the development of land for residential purposes and resulting landuse activities relating to the subdivision are compatible with the area. The variation will not change the nature of the overall proposed development.
25. In summary, it is considered the actual and potential effects of the proposal are able to be avoided, remedied or mitigated through the imposition of conditions and are therefore acceptable.

Proposed New Plymouth District Plan

26. The assessment of adverse effects in the notification assessment is also relevant for the purposes of the assessment under s104(1)(a).
27. The Proposed District Plan was notified on 23 September 2019 and the public submission period has ended. The land is proposed to be zoned as General Residential. Subdivision of land remains an anticipated activity within this zone.
28. The Proposed New Plymouth District Plan was notified 23 September 2020. Three unnamed tributaries of the Waitaha Stream flow through the site and the Waitaha Stream follows the western boundary. All of the waterbodies are considered to be significant under the Proposed District Plan. The Waterbody section of the Proposed District Plan has immediate legal effect.

29. WB-R6 (Effects standard SUB-S09) relates to subdivision of land containing or adjoining a significant waterbody. Where a subdivision of land creates any allotments (including any balance allotment) which are adjoining or which contain a significant waterbody, an esplanade reserve or esplanade strip shall be provided along the bank(s) of the significant waterbody of a minimum width of 10m.
30. SUB18/46970 approved 20m wide esplanade reserves along the Waitaha Stream and one tributary which will provide for public open space and connectivity in the future to the wider area along the stream banks (Lots 36 and 37). The variation does not propose to make any changes to these reserves.
31. No esplanade strips or reserves have been proposed alongside two of the unnamed tributaries of the Waitaha Stream located within the balance Lots 38 and 39.
32. A waiver for the provision for an esplanade strip along these waterbodies is appropriate in this instance. The waterbodies are within the balance lot and I believe the values of the waterbodies will continue to be achieved. A consent notice condition restricts development on these balance lots and the Proposed Plan rules WB-R1, 2, 3 and 4 regarding the protection of waterbodies also applies a minimum setback of 10m in relation to the erection or relocation of buildings and earthworks from significant waterbodies. This will help to preserve the natural character and health of the waterbody and safeguard the ecological qualities. Should the balance be further subdivided in the future any requirements for future esplanade strips or reserves can be assessed as a part of the overall design of the subdivision development.
33. The Objectives and Policies of the Proposed District Plan are required to be considered alongside those of the Operative District Plan as they have legal effect. The relevant Objectives and Policies of the Proposed District Plan are Objectives WB-01-04; Policies WB-P1-P8, SUB-O1-3 and SUB-P1-5 and 10-14. The variation remains consistent with the relevant objectives and policies of the Proposed District Plan outlined above which relate primarily to the issues of waterbodies.
34. I accept that the use, scale and design of this subdivision variation will be keeping in character with the surrounding residential environment. There is no increase in the number allotments being created. The variation will not change the nature of the overall proposed development.

Assessment of Proposal against Planning Documents - Section 104(1)(b)

National Environmental Standard

35. The applicant's review of the history of uses at the site provided with the 2018 subdivision concluded that the site is not a HAIL site. The applicant had also undertaken consultation with the Taranaki Region Council who have confirmed that the site has no record of any current or past HAIL activities. Therefore the NES does not apply.

Operative District Plan

36. The proposed variation remains consistent with the relevant objectives and policies of the NPDP outlined above which relate primarily to the issues of amenity, residential character, traffic safety and efficiency, services and providing for a development that aligns with the Area Q Structure Plan.

Proposed District Plan

37. The proposed variation remains consistent with the relevant objectives and policies of the Proposed District Plan outlined above which relate primarily to the issues of amenity, residential character, traffic safety and efficiency, services and protection of waterbodies.

Other matters s104(1)(c)

38. No other matters have been considered in relation to this proposal over and above what was discussed in the original application. It is noted that condition 2.2 has become redundant and therefore this can be deleted.

Part 2 matters

39. Having regard to the above assessment it is concluded that the proposal is consistent with the principles of the Resource Management Act 1991, including the efficient use of resources and maintaining amenity values. Overall the application is considered to meet the relevant provisions of Part 2 of the RMA as the proposal achieves the purpose of the RMA being sustainable management of natural and physical resources.

RECOMMENDATION

40. That for the above reasons the application to change conditions of resource consent SUB19/46970 consent **be approved** pursuant to section 127 of the Resource Management Act 1991.

41. The following conditions shall **replace** those of Resource Consent SUB18/46970:

A. Resource Consent

1. In Accordance with Approved Plans

- 1.1 The subdivision activity shall be carried out in accordance with the plans and all information submitted with the application, detailed below, and all referenced by the council as consent number SUB18/46970, **except where amended by section 127 variation SUB18/46970.01.**

2. Survey Plan Approval

- 2.1 The consent holder shall submit a survey plan under section 223 of the RMA in accordance with the approved resource consent subdivision plans submitted by BTW Company on behalf of D and L Crow Farm Limited and entitled "Stage 1 Lots 1 and 101 being a proposed subdivision of Lot 5 DP 523327", job number 17400, sheet 2, revision 5, dated May 202, and "Overall Concept Plan Lots 1-39 being a proposed subdivision of Lot 5 DP 523327", job number 17400, sheet 1, revision 5, dated May 2020, except as modified to comply with the conditions of consent.

2.2 Approval is granted to carry out the subdivision in stages as follows:

- **Stage 1 – Lots 1, and balance Lot 101; and**
- **Stage 2 - Lots 2-39.**

Unless otherwise specified the conditions relate to Stage Two only.

3. 224(c) Certification (Both Stages)

- 3.1 The application for a certificate under section 224(c) of the RMA shall be accompanied by certification from a professionally qualified surveyor or engineer that all the

conditions of subdivision consent have been complied with, and that in respect of those conditions that have not been complied with:

- a) a completion certificate has been issued in relation to any conditions to which section 222 applies;
- b) a consent notice has been or will be issued in relation to any conditions to which section 221 applies; and
- c) a bond has been entered into by the subdividing owner in compliance with any condition of subdivision consent imposed under section 108(2)(b).

4. Easements

- 4.1 A memorandum of all easements shall be endorsed on the survey plan and shall be duly granted or reserved. This shall include but is not limited to easements **for right of way and water services to allow Lot 1 to utilise the existing right of way onto Airport Drive (Stage One)** and easements in gross required for water and wastewater services. **(Both Stages)**
- 4.2 Easements in gross shall be provided in favour of New Plymouth District Council where Council owned infrastructure crosses private property, or to provide access over private property to the New Plymouth District Council's assets, and around Council assets for the purposes of maintenance and operation.
 - a) Such easements shall be three metres wide for pipelines or access and shall be provided with at least two metres clearance around other New Plymouth District Council assets e.g. manholes; and
 - b) Where the pipes are laid to a depth of two metres or more, greater easement width may be required to facilitate maintenance.
- 4.3 Existing easements over Lots 5 & 7 DP 443058 are proposed to be cancelled when the infrastructure within these areas is no longer required once new infrastructure to service the subdivision and existing sites is in place. The cancellation of these easements is approved, subject to the new infrastructure being in place. If required in accordance with section 243(e) of the RMA, the consent holder shall prepare the relevant section 243(e) resolution within the Land Information New Zealand Landonline Territorial Authority Certifications portal as part of the survey plan application for this subdivision.
- 4.4 The consent holder shall meet all costs for the preparation, review, cancellation and registration of the easement instruments on the relevant computer registers.

5. Roads and Vehicle Access

- 5.1 All of the proposed roads shown as lots 31, 32, 33, and 34 on the approved resource consent subdivision plan shall vest in the New Plymouth District Council as public roads. The consent holder shall meet all costs associated with the vesting of the roads.
- 5.2 The proposed roads shall be constructed to the Council's Land Development and Subdivision Infrastructure Standard requirements NZS4404:2010 and shall be designed and constructed to meet the following requirements and to the approval of New Plymouth District Council's Roading Engineer:
 - a) Roads 31, 32, 33, and 34 shall comply with the Council E12 standard of construction with recessed parking bays unless otherwise approved by New Plymouth District Council's Roading Engineer in accordance with the Land Development and Subdivision Infrastructure Standard NZS4404:2010.
 - b) The proposed intersection or roundabout connecting roads 1, 2 and 4, and the intersection of Road 1 and Airport Drive shall be designed in accordance with the New Zealand Transport Agency Manual of Traffic Signs and Markings. These intersections

shall be designed to accommodate the manoeuvring of a fire engine and a future bus route.

c) A road pavement design shall be provided and shall meet the deflections for Benkelman Beam testing as set out in Table 3.4 for an asphaltic concrete surface and Table 3.2A for an asphaltic concrete surface.

d) A turning head shall be constructed at the end of any temporary closure of the proposed road with reflective barriers (in accordance with the New Zealand Transport Agency Manual of Traffic Signs and Markings PW66).

e) Kerb & channel, footpath, berm, stormwater disposal and street lighting shall be provided on the proposed roads.

f) The location and design of vehicle crossings serving lots 1, 2, 3, 4, 5, 20, 22 and 30 shall be provided and the vehicle crossings shall be located as far from the nearest intersection as practically possible and shall be designed to the Standard specified in the Council's Land Development and Subdivision Infrastructure Standard.

Advice note: If street trees and berm planting are to be installed then these shall be agreed by the Parks and Open Space Manager. The location of street trees shall comply with the Councils District Tree Policy. There shall be no conflict with underground services.

- 5.3 No construction of Road 1 within lot 31 shall commence until the areas identified on the approved subdivision plan as 'TO VEST AS ROAD WITH SUB 17/46750' is vested in the New Plymouth District Council as public road.
- 5.4 All right of ways shall be formed to the requirements of the New Plymouth District Plan and the New Plymouth District Council's Land Development and Subdivision Infrastructure Standard with on-site stormwater control and visibility splays (**Both Stages**)
- 5.5 Multi residential vehicle crossings shall be constructed to serve all right of ways to the standard specified in the New Plymouth District Council's Land Development and Subdivision Infrastructure Standard. An application with the appropriate fee shall be made to the New Plymouth District Council for new vehicle crossings, and upon approval the vehicle crossings are to be installed by a Council approved contractor at the applicant's cost.
- 5.6 The consent holder shall provide and install road naming signs in accordance with the council's standards for both public and private roads, common access lots and access strips that serve six or more lots within the subdivision. An application for road naming shall be made in accordance with New Plymouth District Councils road naming policy.

Advice Note: Land Information New Zealand (LINZ) requires that proposed roads, private roads within common access lots or lot accesses comprising panhandle access strips and/or reciprocal rights of way easements that serve six (6) or more lots are to be named. LINZ has indicated that a name for the road or private road should be in place before the survey plan of subdivision is approved by the council under section 223 of the RMA and advises that if no name is in place this could be problematic when titles are later requested. The consent holder should obtain evidence of acceptance from LINZ that the proposed names are not duplicated within the New Plymouth District area before submitting the names to the council for approval.

6. Earthworks and Construction Management

- 6.1 The consent holder shall submit a Construction Management Plan (CMP) to the New Plymouth District Council for approval. This shall be prepared by a suitably qualified engineer and shall be submitted to New Plymouth District Council for approval prior to the commencement of any site works. All proposed mitigation measures in the CMP

shall be installed in accordance with it prior to any works commencing. The CMP shall include:

Traffic Management

a) Measures to reduce adverse effects on traffic management in relation to surrounding roads and intersections;

Construction Management

b) Measures to reduce adverse effects on adjoining properties, including dust, noise, access to properties;

Access and safety

c) Health and safety measures;

d) Provision for safe and continuous passage by pedestrians and vehicles to be provided;

Earthworks Management

e) An Earthworks and Sediment Control Plan detailing the volume and extent of any earthworks, and a detailed description of the methods to be used to minimise the discharge of dust and the release of sediment. This shall include but not be limited to silt control structures on the bank of the Waitaha Stream and associated tributary.

- 6.2 The consent holder shall appoint a suitably qualified engineer to design, control and certify all earthworks.
- 6.3 The consent holder shall submit a report and calculations detailing any filling proposed against existing boundaries and the mitigation proposed to avoid adverse effects on adjoining properties. The construction details of any retaining walls are to be submitted to the Council and shall be certified on completion. A Building Consent shall be obtained and Code Compliance issued where required prior to issue of section 224 certificate.
- 6.4 Weekly monitoring of the silt control structures in accordance with the Earthworks and Sediment Control Plan shall be undertaken by one Puketapu Hapu representative. This shall be at the consent holders expense and shall involve a weekly site visit of no more than 1 hour.
- 6.5 A hapu monitor from Puketapu Hapu shall be on site for all earthworks.
- 6.6 The consent holder shall give Puketapu Hapu a minimum of 3 working days' notice prior to the commencement of earthworks.
- 6.6 Uncompacted fill shall be identified and shall be shown on the final plans and be subject to a Consent Notice in accordance with section 221 of the Resource Management Act 1991. Compacted fill shall be certified by a suitably qualified engineer as per section 2 of NZS4404 with the Schedule 2A form completed and lodged with the Council at the end of the work.
- 6.7 Any excavation works that take place over or near Council reticulation shall ensure that backfill/compaction and adequate cover complies with the Land Development and Subdivision Infrastructure Standard NZS4404:2010.
- 6.8 If the consent holder:
- (a) discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder should, without delay:
 - (i) notify the Consent Authority, Tangata whenua and Heritage New Zealand and in the case of skeletal remains, the New Zealand Police.
 - (ii) stop work within the immediate vicinity of the discovery to allow a site inspection by Heritage New Zealand and the appropriate runanga and their advisors, who shall

determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.

(iii) Any koiwi tangata discovered should be handled and removed by tribal elders responsible for the tikanga (custom) appropriate to its removal or preservation.

Site work should recommence following consultation with the Consent Authority, Heritage New Zealand, Tangata whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained.

b) discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder should without delay:

(i) stop work within the immediate vicinity of the discovery or disturbance; and

(ii) advise the Consent Authority, Heritage New Zealand, and in the case of Maori features or materials, the Tangata whenua, and if required, should make an application for an Archaeological Authority pursuant to the Historic Places Act 1993; and

(iii) arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work should recommence following consultation with the Consent Authority, Heritage New Zealand, Tangata whenua in the case of Maori features or materials, provided that any relevant statutory permissions have been obtained.

7. Water

7.1 An individual water connection incorporating a manifold assembly and water meter shall be provided for all residential lots. An application for service connection and infrastructure connection to the Council main is required. The consent holder shall cover the cost of each water meter as part of the service connection fee. The connection and meter shall be installed by Council or a Council approved contractor. An as built plan of all connections shall be required. This shall include confirmation that there are no cross-boundary water connections proposed.

7.3 All new water reticulation shall be designed and constructed to the requirements of:

- a) The New Plymouth District Council Consolidated Bylaws 2014 Part 14 Water Supply.
- b) The Council's Land Development and Subdivision Infrastructure Standard requirements.
- c) The New Zealand Fire Services "Code of Practice for Fire Fighting Water Supplies" requirements.

7.4 The water main connection at Airport Drive is to be made to the 150mm AC main not the new 250 PE pipe as this is currently non potable.

7.5 Calculations and engineering plans shall be submitted for approval prior to construction. Designs shall incorporate water demand and peak flow data and shall include confirmation that water pressure at the point of supply for the subdivision complies with Council Infrastructure Standards.

7.6 Lot 1 shall be served by a temporary new water connection from the existing private 63mm water line servicing properties along the existing right of way (Stage One):

a) An application for the connection shall be lodged with the Council with the appropriate fee.

b) Upon approval, the connection is to be installed by a Council approved contractor at the applicant's cost.

c) An as-built plan of all connections shall be provided to the Reticulation Engineering Officer Water.

d) Confirmation that water pressure at the point of supply for the urban area complies with the Council Infrastructure Standard is required.

8 Wastewater

- 8.1 A new sewer pump station and sewer line are being constructed to serve Area Q. Once this line is in place and operational, **all lots including Lot 1 from Stage One** shall be connected to this service. S224 certification will not be provided for the subdivision until all residential lots are connected to this new operational reticulation.
- 8.2 A wastewater connection shall be provided for all residential lots. For all new connections to wastewater services an application with the appropriate fee is to be made to New Plymouth District Council, and upon approval this connection is to be installed by a Council approved contractor at the consent holders cost.
- 8.3 Where a common private wastewater drain serves more than 2 single dwelling units a manhole will be required at the point where the common drain meets the Council reticulated system.
- 8.4 All wastewater new reticulation shall be designed and constructed to the requirements of:
 - a) The Building Act,
 - b) The New Plymouth District Council Consolidated Bylaws 2014 Part 14 Wastewater Drainage,
 - c) The Council's Land Development and Subdivision Infrastructure Standard.
- 8.5 The new sewer connections to the New Plymouth District Council trunk main shall be connected to the stubs in the manholes on the trunk main.
- 8.6 Where a common private wastewater drain serves more than 2 single dwelling units a manhole will be required at the point where the common drain meets the Council reticulated system.

9. Stormwater Disposal and Building Platform

- 9.1 A report shall be provided by a suitably qualified engineer and submitted to the Council to confirm the suitability of all lots for on-site stormwater disposal from dwellings and paved areas. If it is demonstrated that on-site disposal is not suitable an alternative method of disposal is to be identified and made available **(Both Stages)**
- 9.2 A report shall be provided from a suitably qualified engineer to confirm that there is available within all lots a stable and flood free building platform suitable for building foundations on accordance with the requirements of the New Zealand Building Code – Acceptable Solution B1/AS4 of Approved Documents B1/4; Structural Foundations **(Both Stages)**
- 9.3 For residential lots adjacent to secondary flow paths and/or ponding areas, finished floor levels of 500mm above the 1% AEP shall be specified. This will allow for the minimum freeboard protection as referred to in NZS4404. Finished floor levels for all sections shall be shown on the final Engineering Report. Levels shall be shown in relation to Taranaki Datum.
- 9.4 Where it is not possible to achieve the level of protection in condition 9.3 by use of secondary flow paths, then the primary flow path shall be increased to provide for a 1% event in capacity until the level of protection can be achieved.
- 9.5 Where required in accordance with conditions 9.2 - 9.4 above, consent notices pursuant to section 221 of the RMA shall be registered on applicable certificates of titles requiring habitable buildings to be located clear of overland flow paths and

500mm above the 1% AEP and/or to specify geotechnical requirements for building platforms.

- 9.6 No flooding or nuisance is to be created by the increased stormwater surface flow in the catchment downstream of the development. To ensure that this does not occur a report from a suitably qualified and experienced person shall be required and shall provide:

- a) A detailed catchment analysis of the catchment and details of any remedial works required to mitigate any adverse effects;
- b) The design and location of stormwater ponds within the esplanade reserve/s OR sump and swale OR other design that incorporates two stages of natural filtration to treat stormwater prior to being discharged to the Waitaha Stream and/or tributary; and
- c) the design and location of discharge points, including the requirement for energy dissipation and erosion control.

10. Reserves

- 10.1 Lots 35 and 36 shall vest in the New Plymouth District Council as local purpose esplanade reserve.

- 10.2 An overall reserve plan shall be provided to the New Plymouth District Council Parks and Open Space Manager for approval. The reserve plan shall include:

- a) Planting of native species within the riparian area immediately on the eastern bank of the Waitaha stream for its entire length with a minimum planted width of 2m;
- b) Planting of native species within the riparian area on either side of the tributary (lot 36) for its entire length with a minimum planted width of 2m;
- c) The location of the stormwater infrastructure to treat stormwater from the roads and paved areas prior to discharging into the Waitaha stream and/or tributary and provision for planting of native species and for a 2m mowing strip around this infrastructure;
- d) Plant species detailed above shall be endemic to the Taranaki Region and shall be locally sourced;
- e) Details of all proposed planting including the planting mix, size and extent of planting;
- f) The removal of all pests and weeds from the reserve area;
- g) Evidence of consultation undertaken with Puketapu Hapu regarding the design of the reserve, reserve planting, and stormwater infrastructure.

10.3 Planting within the esplanade reserves shall be undertaken by a suitably qualified landscape professional prior to the issue of the section 224 certificate.

- 10.4 All reserve infrastructure and planting shall be maintained in good condition for a period of not less than 24 months from the date of the issue of the section 224 certificate. Such maintenance shall include but not be limited to, the replacement of any trees/plants that are removed, dead or defective, the removal of weeds at other maintenance as specified in the New Plymouth District Councils Code of Practice.

11. Requirements for the Installation of Infrastructure and Services

- 11.1 Engineering plans and specifications for the sewer, water, stormwater, earthworks, roading, street lighting/isolux design, common service trenches, location of above ground utility structures and reserve and street tree planting design shall be submitted to and approved by the Council prior to the commencement of work.

- 11.2 Where combined service trenches are proposed to be used, the consent holder shall provide cross sections on the engineering plans showing separation distances both horizontally and vertically.
- 11.3 All work shall be constructed under the supervision of a suitably qualified person who shall also certify that the work has been constructed to the approved Engineering Plan and applicable New Plymouth District Council Infrastructure Standard requirements.
- 11.4 "As Built" Plans shall be provided for all works specified in condition 11.1 above.
- 11.5 The supervision of the work, certification of work and the provision of as built plans shall be as prescribed in section 1.8 of New Plymouth District Council Land Development and Subdivision Infrastructure Standard.
- 11.7 A schedule of assets to vest in the New Plymouth District Council is required.

Advice note:

All the above works are to be designed and constructed in accordance with the following current and relevant New Plymouth District Council's Land Development and Subdivision Infrastructure Standard. These standards are for mitigating adverse effects on the environment from earthworks, traffic (roading and vehicle access), sewage and stormwater drainage, water supply and utility structures:

Standard Specification for Sanitary Sewers and Stormwater

Standard Specification for Water Reticulation

Other alternative solutions may be approved for those aspects where the Infrastructure Standards are unable to be met or can be achieved in a different way.

- 11.8 A defects liability period of 12 months shall apply for assets to vest. A bond amounting to 5% of the value of the work for the first \$200,000 and 2.5% of the remaining value of the maximum bond value of \$200,000 is required for the duration of the defects liability period.

12. Consent Notices

- 12.1 The consent holder shall register with the Registrar-General of Land a consent notice to be complied with on an on-going basis, under section 221 of the RMA, against the computer registers (certificates of title) for lots 1, 2, 3, 4, 5, 20, 22 and 30:

The vehicle crossing serving this lot shall be located and designed in accordance with the approved plans and shall be constructed to the Standard specified in the Council's Land Development and Subdivision Infrastructure Standard. An application with the appropriate fee shall be made to the Council for a new Vehicle Crossing, and upon approval the vehicle crossing is to be installed by a Council approved contractor at the applicant's cost.

- 12.2 The consent holder shall register with the Registrar-General of Land a consent notice to be complied with on an on-going basis, under section 221 of the RMA, against the computer registers (certificates of title) for lots 38 and 39:

No residential dwellings shall be constructed.

No further subdivision or development shall occur.

- 12.3 **The consent holder shall register with the Registrar-General of Land a consent notice to be complied with on an on-going basis, under section 221 of the RMA, against the computer registers (certificates of title) for Lot 1 (Stage One):**

Lot 1 will be located further than 135m from a fire hydrant. Any residential building constructed shall provide for a fire fighting water supply and access to this system that complies with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008.

13. Contributions (Both Stages)

**13.1 A Financial Contribution for the recently constructed water and sewer reticulation to better serve the area for the future development shall be paid. Based upon a rate of \$64474/HA, Lot 1 will be charged as follows:
Residential area: 2040m² = \$13152.70 plus GST (Stage One)**

13.2 A Financial Contribution for the provision of open space in Area Q shall be paid in accordance with Appendix D Rule 5.19-5.21. The percentage calculation is 1.34%. The contribution for this Lot is \$2680 plus GST. (Stage One)

13.3 A Financial Contribution shall be paid for the Airport Drive realignment and intersection at State Highway attributable to growth. The contribution to be paid for each lot is \$3107.31 plus GST (Stage One)

13.4 A Financial Contribution for the construction of the sewer and water reticulation to serve the area within this development shall be paid by the consent holder. Based upon a rate of \$64,474/ha, and a Residential area of 24320m², \$156800.76 plus GST is payable (Stage Two)

13.5 A financial contribution for the provision of open space in Area Q shall be paid in accordance with Appendix D Rule 5.19-5.21. The financial contribution shall be \$2680 plus GST per lot (Stage Two).

13.6 A financial contribution shall be paid for the Airport Drive realignment and intersection at State Highway attributable to growth. The financial contribution shall be \$3107.31 plus GST per lot (Stage Two)

14. Deed of Covenant (Stage One)

14.1 The Applicant shall enter into a Deed of Covenant with the Council which will provide that as soon as the sewer pump station, sewer line and water main have been constructed, the Owner of Lot 1 will disconnect its existing on-site septic treatment for sewage and temporary water connection from the existing private water line and connect the property to the new sewer line and water main following completion of construction at the cost of the Applicant in all respects. This obligation shall run with the land.

An Encumbrance Instrument shall be registered as a first charge against the Record of Title to issue for the new Stage 1 Lot 1 to secure the obligations set out in the Deed of Covenant. Such Deed of Covenant and Encumbrance Instrument shall be prepared by the Council's solicitor at the cost of the Applicant in all respects.

B. Cancellation of easement (Stage Two)

Pursuant to Section 243(e) of the Resource Management Act, the existing right of way marked A and over part Lot 7 DP 443058 marked B on DP 447291 created through Easement Instrument 8868246.3 and right of way A allowing Lot 1 to have access over Lot 101 as shown on the Stage One scheme plan shall be revoked.

Advice notes:

Under section 125 of the RMA, this consent lapses five years after the date it is granted (**16 May 2018**) unless:

- a) A survey plan is submitted to Council for approval under section 223 of the RMA before the consent lapses, and that plan is deposited within three years of the approval date in accordance with section 224 of the RMA; or
- b) An application under section 125 of the RMA is made to the council before the consent lapses (five years) to extend the period after which the consent lapses and the council grants an extension.

This consent is subject to the right of objection as set out in section 357A of the Resource Management Act 1991.

A Development Contribution for off-site services of \$3139.61 plus GST for Stage One and \$91,048.65 plus GST for Stage Two is payable by the applicant and shall be invoiced separately. The 224 release of this subdivision will not be approved until payment of this contribution is made.

Any excavation that takes place within road reserve during this development shall require an approved Corridor Access Request (CAR). Refer to the National Code of Practice for Utility Operators' Access to Transport Corridors for additional information. Applications can be made via the website www.beforeUdig.co.nz or 0800 248 344. A CAR along with a Traffic Management Plan must be submitted a minimum of 5 working days before an operator intends to start work for minor works or 15 working days for major works and project works. All costs incurred shall be at the applicant's expense.

A resource consent will need to be obtained for any works requiring resource consent approval in accordance with the regional plans of the Taranaki Regional Council. This may be required for stormwater discharge or silt control and earthworks:

- a) These consents should be provided to the New Plymouth District Council prior to the commencement of any work on site; and
- b) Any consent required should be obtained in the name of the developer. The New Plymouth District Council will then accept the responsibility for any consent for an infrastructure asset upon acceptance of that asset.

Report and Recommendation by:

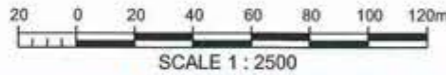


Bridie Fleming
Senior Environmental Planner

Date: 14 July 2020

Disclaimer: This plan is produced for the sole purpose of obtaining a subdivision consent under the Resource Management Act 1991. Dimensions and areas are approximate and are subject to final survey. The use of this drawing for any other purpose is at the owners risk.

APPROVED
No: SUB 18/46770
Date: 14/7/20
Sign: *[Signature]*



STAGED SUBDIVISION

STAGE 1- LOT 1
STAGE 2- LOT 2-39

File Name: J:\17400\Drawings\17400-01-REV 5 SCHEME PLAN.dwg Plot Date: 27/05/2020 Plot Time: 11:40

LOCAL BODY: New Plymouth District Council
APPLICANT: D & L CROW FARM LTD
COMPRISED IN: RT 833383
SCALE: 1:2500

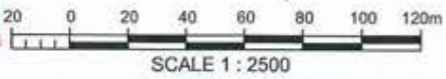
OVERALL CONCEPT PLAN
LOTS 1-39 BEING A PROPOSED SUBDIVISION OF
LOT 5 DP 523327

Prepared by: K. Preston
Checked by: RG
Licensed Cadastral Surveyor
Date: May 2020
Job No. 17400
Drawing No. SHEET 1

Drawn by: KP
Date: 27/05/20
Date: 27/05/20
17400-01-Rev5

Disclaimer: This plan is produced for the sole purpose of obtaining a subdivision consent under the Resource Management Act 1991. Dimensions and areas are approximate and are subject to final survey. The use of this drawing for any other purpose is at the owners risk.

APPROVED
No: 50618 / 14/07/20
Date: 14/7/20
Sign: *Helening*



PROPOSED EASEMENTS			
Purpose	Shown	Serv. Ten	Dom .Ten
R.O.W Gas Electricity Telephone Fibre Optic	(A)	Lot 101	Lot 1

File Name: J:\17400\dwg\17400-01-REV 5 SCHEME PLAN.dwg Plot Date: 27/05/2020 Plot Time: 11:41

LOCAL BODY: New Plymouth District Council
APPLICANT: D & L CROW FARM LTD
COMPRISED IN: CT 833383
SCALE: 1:2500

STAGE 1
LOTS 1 AND 101 BEING A PROPOSED SUBDIVISION OF
LOTS 5 DP 523327

Prepared by: K. Preston
Checked by: RG
Licensed Cadastral Surveyor
Date: May 2020 Job No. 17400 Drawing No. SHEET 2

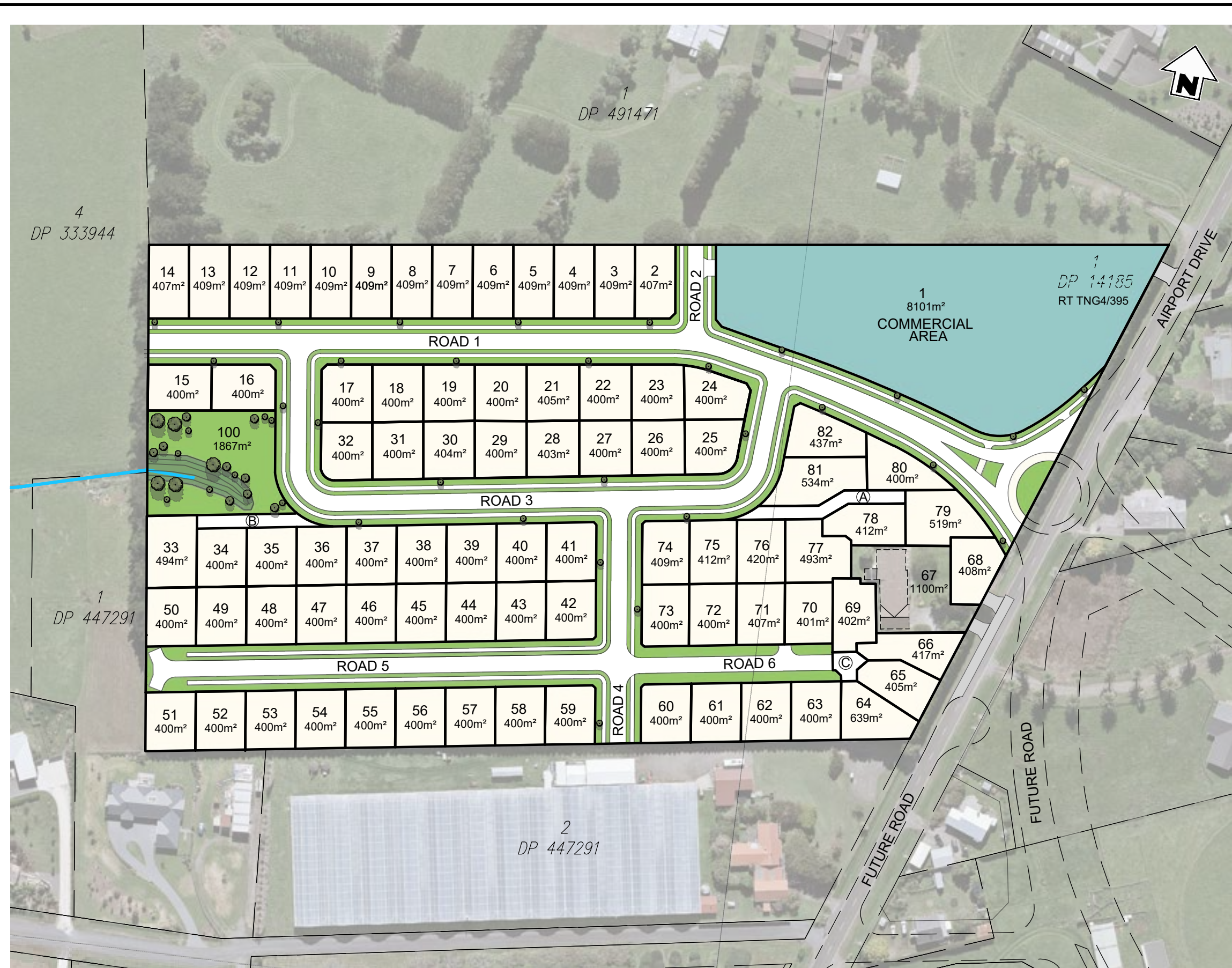
Drawn by: KP
Date: 27/05/20

Date: 27/05/20

17400-01-Rev5

**ANNEXURE B – SUBDIVISION SCHEME PLANS FOR LANDOWNERS ON
AIRPORT DRIVE**

File Name: C:\126\data\BTW\1200182\02_1359\07 Drawings\200182_02_01 Rev 1 Scheme Plan.dwg - A3 SCHEME PLAN Plot Date: 22/11/2021 Plot Time: 09:36



Disclaimer: This plan is produced for the sole purpose of obtaining a subdivision consent under the Resource Management Act 1991. Dimensions and areas are approximate and are subject to final survey. The use of this drawing for any other purpose is at the owners risk.

PROPOSED EASEMENTS			
Purpose	Shown	Serv. Ten	Dom .Ten
R.O.W Water Sewer	(A)	Lot 76	Lots 77 - 81
Gas Electricity Telephone Fibre Optic Stormwater	(B)	Lot 33	Lots 34 & 35
	(C)	Lot 69	Lots 64 - 66

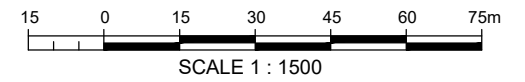
LEGEND	
	PROPOSED BOUNDARIES
	EXISTING STREAM
	EXISTING BUILDING
	PROPOSED BUILDING OUTLINE

- ALL AREAS SHOWN ARE NET AREA (EXCLUDES ROW)
- ROADS & ROWS
 - ROAD 1
LEGAL WIDTH = 17m
 - ROAD 2
LEGAL WIDTH = 15m
 - ROAD 3
LEGAL WIDTH = 17m
 - ROAD 4
LEGAL WIDTH = 17m
 - ROAD 5
LEGAL WIDTH = 17m
 - ROAD 6
LEGAL WIDTH = 14m
 - RIGHT OF WAYS
LEGAL WIDTH = 5m (MIN)

PLAN
SCALE 1:1500

Prepared by:
K. Preston
Licensed Cadastral Surveyor

DRAFT



BTW
COMPANY

SURVEYING
ENGINEERING
PLANNING
ENVIRONMENT

CONCEPT PLAN

LOCAL BODY New Plymouth District Council	
PROJECT No. 200182.02	
A3 SCALE	AS SHOWN
SURVEYED	-
DRAWN	S. V.D.MERWE 26/10/2021
CHECKED	-

TITLE NEIL AND LLOMA HIBELL 47 AIRPORT DRIVE, BELL BLOCK COMPRISED IN: RT TNG4/395	
ORIGINAL SIZE	DRAWING No.
A3	200182-02
SHEET	REVISION
01	2