APPENDIX 9

Assessment of Proposal in terms of

Assessment Criteria
Part C - Section 22

Proposed Wairarapa Combined District Plan

APPENDIX 9 - ASSESSMENT OF THE PROPOSED SUBDIVISION AND DEVELOPMENT AT FLAT POINT IN TERMS OF ASSESSMENT CRITERIA – PART C - SECTION 22 OF THE PROPOSED WAIRARAPA COMBINED DISTRICT PLAN

Proposed Wairarapa Combined District Plan As varied by decisions on Submissions notified 29 March 2008.				**Assessment**
Subdivision 22.1.1 (a)	**Amenity**	i.	The extent to which the areas amenity values and character are protected and/or enhanced.	The subdivision proposes 42 additional allotments to be used for residential purposes. The lot layout and areas are considered to be such that the amenity values and character of the existing area will be protected. Primary production activities are not proposed amongst the coastal dunes where this proposal is located. Existing vegetation will be retained to buffer the impact of the subdivision and future dwellings from various viewpoints including within the existing Flat Point community and height restrictions will be used to respect the coastal nature of these properties. It is not anticipated that there will be reverse sensitivity effects.
		ii.	The provision to mitigate reverse sensitivity effects where specific site characteristics and the nature of adjoining land uses are likely to generate the potential for complaints about adjoining land based primary production activities.	
	Natural Resources	iii.	The extent to which existing landforms, significant trees, indigenous vegetation and habitats and waterbodies are protected or enhanced.	The proposed subdivision will protect the existing landforms and vegetation. The subdivision design has taken these aspects into account and the allotments have been designed to retain the natural forms of the dune and existing vegetation.
		iv.	Whether the subdivision would create adverse effects on groundwater quality.	The subdivision basically proposes more residential use. Effluent Disposal will be via filtered subsoil drip irrigation. This system will be managed to ensure that the ground water quality is not effected.
		v.	The provision for esplanade reserves and/or strips.	The subdivision does not contain any water bodies and

				therefore esplanade reserves/strips are not relevant to this application.
	Physical Resources	vi.	Whether the subdivision is consistent with the requirements of New Zealand Standard 4404:2004 Land Development and Subdivision Engineering and other related standards.	The subdivision has been designed in compliance with the New Zealand Standard 4404:2004 Land Development and Subdivision Engineering and other related standards. Potable water supply will be achieved by establishing as part of the development work for each lot a partly buried roof-water storage tank of 22,500 litres capacity. This level of water storage has proved adequate for the properties that have been developed in the first stages at Flat Point. Disposal of wastewater will be via an on-site wastewater system with re-cirulating packed bed reactors using subsoil drip irrigation, which are an improvement over the systems used in Stage 1. Stormwater not stored on-site will be disposed of through soakage fields without detriment to the environment. The traffic assessment has concluded that the resulting traffic from the proposed allotments will have only minor effects on the roading network. The proposal will not have any impacts on infrastructure, as the allotments will be independent of the existing networks. The subdivision has been designed so that the proposed road and access onto each allotment conforms to modern vehicular standards. Future dwelling owners may chose to use renewable sources of energy by installing solar panels and such like.
		vii.	The provision of potable water supply.	
		viii.	The adequate and effective disposal of sewage and stormwater effectively without risk to public health and the environment.	
		ix.	The cumulative impacts on infrastructure and its efficient use and development, including the capacity, safety and efficiency of the roading and rail network, and the ability of the area's utility services to function efficiently.	
		x.	The adequate provision of access within every lot to meet modern vehicular standards.	
		xi.	The provision of renewable energy and energy efficiency in the design and construction methods of the subdivision, and the consequential land use development.	

	Development	xii.	Whether the design and layout of the subdivision avoids, remedies or mitigates any adverse effects on the surrounding environment.	The design and layout of the proposed subdivision is such that it carefully balances the development with the natural characteristics of the coastal dune environment, including the re-vegetation and protection of the dunes. The developable area within each lot is limited and carefully selected for this purpose. The Landscape and Visual Assessment – Appendix 1 concludes that *…."the proposal is located near the natural focus of Flat Point but far enough inland to protect the natural character of the coast itself; it is designed around the natural landforms; the controls will ensure houses are nestled in the landforms and the subdivision as a whole will have an open, organic and low-key character."*
		xiii.	Whether the proposed subdivision will create an additional lot for building/redevelopment or will change the use of the affected land.	. The proposed subdivision will create many allotments and change the use of the land. The land will not be used for primary production, which would not be suitable in any case for a sandy dune environment. Each of the allotments has been designed to accommodate a residential dwelling, as would be typical of any rural property, only the density proposed is on allotments between 1200m^2-2738m^2.
		xiv.	The ability of any existing or likely proposed building to comply with all standards in this plan.	Land use consent is sought for future dwellings being unable to comply with the setback requirements under Proposed Combined Wairarapa District Plan for the Rural zone.
		xv.	The ability of every allotment of land to accommodate a conforming dwellinghouse or a principal building and to be utilised in a manner that can comply with the Plan provisions.	The reduced setbacks will ensure that visually the proposal remains consistent with the adjoining Flat Point subdivision. Each allotment has a defined building platform comprising of a 15m by 15m square.
		xvi.	The potential for financial contribution to avoid, remedy or	

			mitigate any adverse effects on the environment.	Given the remote nature of this site, the potential use of Council's facilities and services is substantially reduced.
		xvii.	Whether additional reserve land is necessary, including connections to existing ad future reserves, to provide for the increased demand on the reserve network as a result of the subdivision.	The existing reserve (Lot 46 DP 304199) vested at the time of the earlier Flat Point subdivision is of sufficient size to serve the enlarged community. It has good access from Beach Road via an existing Access Strip and good connectivity with the existing Esplanade reserve and coastal marine area.
		xviii.	The extent to which the subdivision is consistent with the Development Plan, Management/Structure Plan for the area.	At present there are no development, management or structure plans for the flat point area.
		xix.	The effects on the safe and efficient operation of Hood Aerodrome.	The proposal is many kilometres from Hood Aerodrome.
	Heritage	xx.	The effects on any historic or archaeological site and the surroundings associated with any historic or archaeological site.	The coastal dunes are identified "for information" in a list attributed to the New Zealand Historic Places Trust. The Archaeological Report prepared by Rod Clough of Clough and Associates Ltd, (Appendix 13) concludes that the proposed subdivision will not have any effects on known archaeological sites and notes that given that sites have been recorded in the general vicinity it is possible that unrecorded subsurface remains may be exposed during development.
		xxi.	The extent to which earthworks are required and the effects of earthworks on the site and surrounding environment.	The proposal seeks to alter existing dune landforms as little as possible, and only the necessary minimum of earthworks will be undertaken as part of the proposal for the construction of the proposed road.
		xxii.	The risk of fire, and whether mitigation measures will effectively mitigate this risk.	Associated with residential dwellings, use of recreation areas, dune vegetation and existing pine trees there are some typical risks of fire. The proposal may intensify these risks by bringing an increased number of visitors into this area. Water storage systems have fire fighting access fittings installed.

				Signage and information provided to landowners will reduce the risk.
Subdivision 22.1.1 (b)	**Contaminated Land**	i.	The existence and nature of any hazardous substance in, on, or under the land that may adversely affects the environment, and the works or other solutions proposed to avoid, remedy or mitigate those effects.	The application site is not a known contaminated site and is not listed on the Greater Wellington Regional Council – Selected Land Use Register. In addition to this there are no known hazardous substances stored or used on the site.
Foreshore Protection Area 22.1.9		i. ii. iii. iv. v.	The nature, form, scale and extent of the proposed building or structure. The necessity for the building or structure, and any alternative methods and locations available. The effect the building or structure will have on the visual amenity, openness, landscape values and natural character of the foreshore. Changes to the hazard risk resulting from climate change. The risk to structures from coastal erosion, storm surges, tsunami, flooding, instability, erosion, landslip or subsidence, and the extent to which these risk have been avoided or mitigated.	No buildings are proposed within the Foreshore Protection Area The design and layout of the proposed subdivision and the conditions proposed in respect of buildings, dune covenants and re-vegetation will mitigate the effects of the development on the natural character of the foreshore. The proposed dwelling sites are located some 100m or more back from the shoreline within this area. Each of the allotments is between 3.56m to 11.19m above approximate mean sea level. After making allowance for a storm-event high tide and appropriate "freeboard", all sites have building sites out of the range of possible future sea levels. The position of a significant, stable foredune between the foreshore and the proposed development reduces hazard risk from coastal erosion and/or storm surges. Landslip or subsidence is not considered to be a risk because of the proposed development is located away from steep slopes. The flood plain characteristics of the Te Unu Unu Stream are such that the land being subdivided has been free from flooding in living memory. In a flood situation the Te Unu Unu Stream flows across low lying land to the east to the coast, north of Flat Point.

			Information about natural hazards will be noted in information made available to all purchasers of new lots and could be included within a consent notice if necessary. This would alert existing and potential owners to the risks and facilitate preparedness. An emergency response evacuation plan will be established for the community in the event of natural events such as earthquake and potential tsunami.
Roads, Intersections, Access, Parking and Loading Areas 22.1.16		i. The position and function of the road with the road hierarchy, the actual speed environment of the road, traffic volumes and any other factors that will affect congestion and conflict between vehicles. ii. The vehicle type using the site, the time of day the site is inhabited and the anticipated vehicle generation. iii. The extent to which the safety and efficiency of the road and rail network or the safety of road users may be adversely affected. iv. Whether there will be any adverse effect on the safety of pedestrians using the roads, footpaths or vehicle crossings. v. The adequacy of on site parking needed for the activity and whether it can be demonstrated that less than normal demand is anticipated. vi. Proposed methods for avoiding, remedying or mitigating any potential effects including: (1) Improving the visibility of vehicle crossing points; (2) Alternative design, construction, or	The proposed road is intended to be created as a private access lot which will be owned in equal shares by all proposed residential lots. This access will be constructed to a similar standard as within the existing adjoining subdivision. The speed environment of the road will be low, as will the traffic volumes. Therefore there is no congestion or conflict of vehicles expected. The anticipated vehicles movements that would be generated by the existing and proposed areas of residential use is approximately 40/day, by predominantly light vehicles. The Traffic Assessment (Appendix 12 section 4.3) identifies that the expected total volume of vehicle movements using the East Coast Road between Flat Point and Te Wharau, and Flat Point Road itself is likely to be greatest at the weekend, with 60 - 110 vehicles/day on a Saturday or Sunday. The proposal will result in minimal impact upon the operating efficiency of the existing road network given the low volumes of traffic and dispersal of additional vehicle movements between a number of routes. There are no particular facilities available for pedestrians either on the existing roads or those proposed as part of the subdivision. However this is typical of many rural environments and there is plenty of unsealed shoulder which could be used as by pedestrians. It is intended that

		location; (3) Alternative options for supplying the requisite vehicle parks. vii. Whether parking can be provided on a nearby site, with the area occupied by parking being legally tied to the title of the application site. viii. Whether there is sufficient off-street public parking in the vicinity. ix. Whether the access, parking or loading would have an adverse effect on the special character or amenities of the site. x. Whether the vehicle parking area can serve two or more individual activities which have different peak parking demands. xi. Whether parking demand can be accommodated on-street without generating adverse parking or environmental effects on other properties and activities. xii. Any adverse visual effects on the amenity and character of surrounding allotments and the zone. xiii. The details and outcome of any consultation undertaken with the Road Controlling Authority (Transit New Zealand and/or District Council) and the rail premises owner and/or the railway access provider (ONTRACK).	the subdivision will maintain the rural feel by not including street lighting or footpaths. All parking can be accommodated on the proposed allotments, and the shoulder of the proposed private road can be utilised for visitor parking should this be necessary. There will be no over-spill parking on public roads. A public parking area is provided at the end of Beach Road for non-resident users of the Public Recreation Reserve. Given that it is considered that there will be minimal impacts upon the safety and efficiency of the roading network it is not considered necessary to further examine improving crossing points, alternative designs and options. The application site is one of special character being a coastal rural area. As stated previously it is proposed that the dune landform will remain unaltered as much as possible. The presence of a road will not be overly visual given that the road will remain within the natural contours at ground level. The unsealed shoulders and lack of street lighting will ensure that maximum permeability and rural openness alongside the road are maintained. Parking will be accommodated on the proposed allotments, and will generally be within garaging, carports or car pads alongside the future dwellings. Any structure associated with this parking will be subject to the height restrictions proposed, and will be largely screened by the presence of the dwellings itself. It is not considered that the proposal will have adverse visual effects on the amenity and character of the surrounding allotments and zone. The lot areas are

			considered to be of sufficient sizes such that the amenity values and character of the existing area will be protected. Consultation with road or rail controlling authorities was not considered to be necessary given the distance from State Highways and railways.
Coastal Environment 22.1.18		i. The actual and potential effects of the location, type and density of subdivision and development on coastal amenity, landscape, open space, heritage values, ecological values, riparian management, foreshore management, and the natural character of the rural and coast environment. ii. Whether subdivision/development introduces built structures to the coastal environment, and their effects on the open coastal vistas from public viewpoints, in particular where public roads are in close proximity to the coastal margin. iii. The cumulative effects of subdivision and development on the coastal environment and the provision of infrastructures and services.	These aspects have been discussed in greater detail within the report prepared by Isthmus Group, which is attached at Appendix 1. This assessment concludes that the proposal will effect the natural character of the area by increasing the presence of human elements into the landscape, but the proposal is acceptable given the circumstances, and mitigation actions proposed. The proposal does introduce built structures into the coastal environment however the vegetation proposed to be retained and the dune formation will reduce views of the future dwellings from public view points to partial views only. None of the public view points such as Flat Point Road, the Reserve located at the end of Beach Road and on Beach Road itself are elevated to enable a complete view. Beyond the Cameron Road intersection Flat Point Road becomes East Coast Road which climbs as it turns inland, the subdivision is not visible from this road either. There will be no cumulative effects on infrastructure as none is available to the subdivision, and each allotment will have its own independent effluent disposal and water storage. Along this eastern coast there are only a handful of residential type settlements. Adding to this existing residential cluster will not have adverse cumulative impacts on the coastal area. Natural drainage patterns are not impeded, the closest dwelling site will be 100m from mean high water springs, the lowest house site will be some 3.56m above mean sea

			level with most sites being in the order of 6-9 metres above sea level. The dwelling sites are well out of the range of possible sea level rise which are by 2050 and 2100 are 0.26-0.30m and 0.42-0.62m respectively.
		iv. The risks from natural hazards	Information about natural hazards will be noted in information made available to all purchasers of new lots and could be included within a consent notice if necessary. This would alert existing and potential owners to the risks and facilitate preparedness. An emergency response evacuation plan will be established for the community in the event of natural events such as earthquake and potential tsunami.
		v. The extent to which the subdivision and development protects historic heritage, archaeological sites and waahi tapu sites.	The Archaeological Assessment (Appendix 12) concludes that the proposed subdivision will not have any effects on known archaeological sites and notes that given that sites have been recorded in the general vicinity it is possible that unrecorded subsurface remains may be exposed during development.
		vi. The extent to which the subdivision and development protects historic heritage, archeological sites and waahi tapu sites.	The application site is not identified in the Plan as being of significance to tangata whenua. However the Council's decision on the earlier subdivision at Flat Point identified local hapu as tangata whenua and as kaitiaki of the coastal environment.
		vii. Whether the area is know for its importance as a food gathering or mahinga mataitai and/or mataitai area, and the developments's effects on these areas.	The decision also noted that tangata whenua access to the traditional fishing grounds at Flat Point will not be compromised by the subdivision and that any future concerns over depletion of the traditional fishing resource might be addressed by tangata whenua seeking to have the area designated as a mataatai fishing reserve under the customary fishing regulations. It is not anticipated that this proposal will alter this conclusion.
		viii. The extent to which a proposal on the landward side of MHWS will affect the coastal marine area.	The proposed development is unlikely to adversely affect the coastal marine area because all physical development is located some 70-100 metres inland beyond substantial areas of public reserve and esplanade reserve and the foredune.

		ix. The extent to which the subdivision and development is consistent with the 'caring for our coast' guidelines and any applicable Management/Structure Plan.	The proposal incorporates many of the key aspects mentioned in the 'Caring for Our Coast Guidelines' for example: • Retaining the dune vegetation and covenanting for future protection which in turn will prevent erosion and coastal flooding. • Minimal disturbance to dunes – only for roading and building platforms. • Avoiding straight-lines • Additional height restrictions • Adding dwellings to an existing settlement/cluster. • Enhance native ecosystems through re-vegetation of the dunes and future management plan. • Low impact, sensitive and sustainable development. • Discrete clusters of smaller lots set within the landscape. • Enhancing public access to the coastal area. • Minimal earthworks and retention of natural landforms. • Lack of streetlighting. It is considered that the proposal is consistent with the 'Caring for Our Coast' guideline. There is no applicable Management Plan or Structure Plan for the area.
Building Setback 22.2.4		i. The extent to which the reduced setback will: (1) adversely affect public areas, the streetscape and openness of the area; (2) decrease privacy to, visually dominate, adjoining or adjacent property; (3) limit vehicle visibility and safety on the subject site and adjoining allotments. ii. The extent to which the reduced setback is necessary due to the shape of physical features of the allotment. iii. Proposed methods for avoiding,	As part of this proposal land use consent is sought for non-compliances to the relative setback requirements. A 5m setback from the boundary with the access lot, 1.5m with the side boundaries and 3m with any other boundaries will be maintained when the dwellings are constructed on the proposed allotments in the future. Building platforms have been shown on the plan 26811RCD. The access lot will appear as if it were an public street, and will be 10m in width this means that the distance from dwelling to dwelling will be at least 20m. This is considered to be ample distance to maintain; streetscape amenity, openness, privacy and good

		remedying or mitigating potential adverse effects including: (1) The ability of existing topography or vegetation to mitigate adverse effects on the streetscape and public areas; (2) Screening, planting and alternative design.	visibility. Allowing these non-compliances will ensure that the settlement or cluster of dwellings does not spread further across the rural landscape. In addition to this existing mature vegetation will be permanently retained to ensure there is not a complete view of all the dwellings in the proposed subdivision, and a re-vegetation will further assist with this.
Vehicle Movements 22.2.9		i. The effect on the road network's safe and efficient operation within the area, including cumulative effects and the degree to which the existing traffic flow and type will be affects by the potential traffic generated. ii. Detraction from the adjoining allotments and the zone's amenity in such matters as odour, noise, glare and dust as a result of increased vehicle movements. iii. The necessity for road upgrading to accommodate the increased traffic. iv. The location of the unformed part of the legal road and the position of the formed carriageway.	The Traffic Assessment (Appendix 12) concludes that: - roading internal to the site will operate both safely and efficiently, encouraging a rural 'feel' with a low speed environment which will also permit pedestrian and cycle movements; - whilst the development will generate additional vehicle movements on the external road network, the frequency of use will remain low and no specific upgrades are justified or sought; - the safety and efficiency of the external road network will not be impaired by the proposal. It is considered that the distances between the proposed dwellings, sealed carriageways and large allotment sizes will reduce the potential impacts of the increased vehicle movements. As stated within the traffic assessment, it is not considered that any road upgrading is required as a result of increased traffic. A carriageway of 5.5 metres in width within a 10 metre wide legal width. The two small cul de sacs will have carriageways of 5.0 metres wide within legal widths of 8metres and 10 metres. In each case the carriageway will be central to the legal width leaving generous berms for the location of services

		v. Proposed methods to avoid, remedy or mitigate the potential adverse effects, and the degree to which they would be successful.	Overall adverse traffic effects are no more than minor and no particular mitigation measures are proposed.
		vi. The effect on the rail network's safe and efficient operation within the area, including the cumulative effects of vehicle movements on road/rail level crossings.	Given the distance between Flat Point and the nearest rail at Carterton it is considered that the proposed development will not have any discernible effect on the safe and efficient operation of the railway network and road/rail crossings.
Stormwater 22.2.12		i. Whether there will be actual or cumulative adverse effects resulting from additional private connections on the stormwater reticulation system. ii. Whether the stormwater reticulation system will require upgrading if additional private connections are made. iii. Proposed methods to avoid remedy or mitigate potential adverse effects of on-site stormwater disposal.	The stormwater will be collected to be utilised for each future dwelling within a water storage system. Aside from this there will be roadside swales and existing sumps, where stormwater will be conveyed through existing pipes to an outfall within the access lot or discharged to natural soakage near the collection point. This will not have any actual or cumulative effects on Council owned reticulation networks. The proposed systems for stormwater will be independent given relatively remote location of the subdivision. This will not require any upgrading of the existing reticulation. It is not considered that any further mitigation methods are required in relation to potential adverse effects of on-site stormwater disposal.