

21 January 2022

Richard & Alistair Mansell
C/- Chris Hansen
220 Ross Road
RD 7
Whakamarama 3179
By email to: chris@rmaexpert.co.nz

Dear Chris

Post Notification Further Information Request – Resource Consent Application

Application number(s):	210147
Applicant:	Richard & Alistair Mansell
Location:	48 Tieko Street, Paraparaumu
Proposed activity(s):	Undertake earthworks that do not meet the permitted activity standards for a 49-lot rural residential subdivision, construction of a new road, reserves to vest with Council and land use consent for a reduction in yard setbacks and modification of indigenous vegetation and the surrender of easements

Following the close of submissions and geotechnical and landscape and visual report peer reviews, it has been determined that further information is required to be able to proceed with preparing a section 42A report.

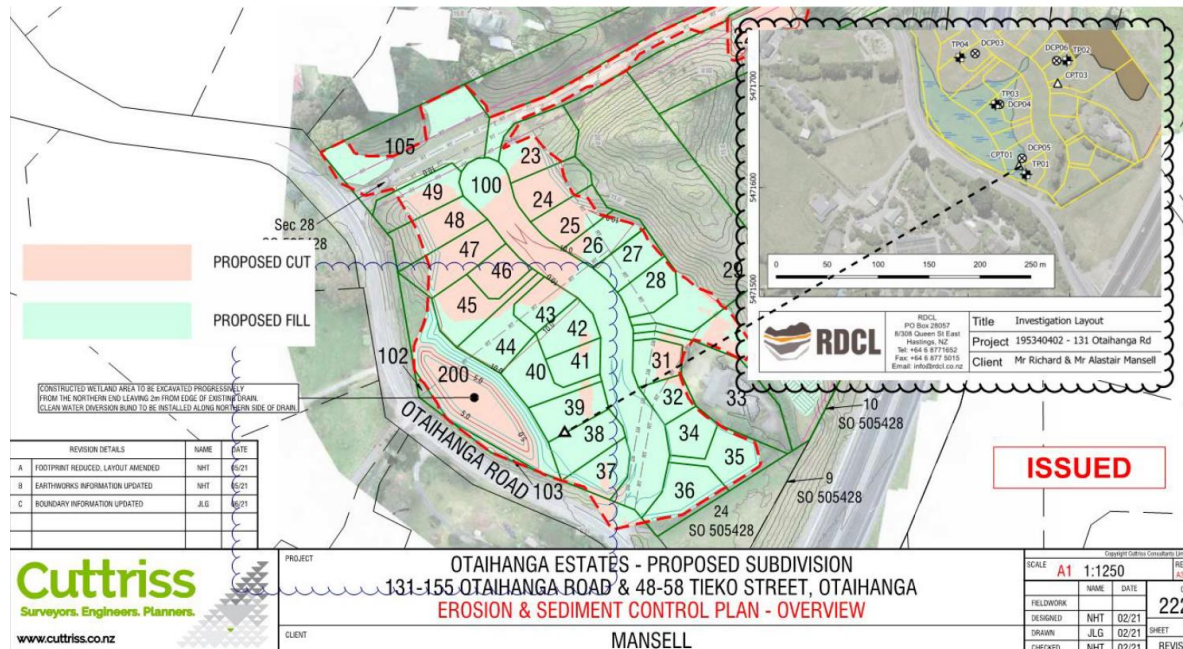
Requested information

Geotechnical Report Peer Review

In line with the review undertaken by Miyamoto can the following geotechnical information please be provided:

1. Inclusion of the ground elevation (R.L.) to the presented geotechnical investigation logs and reported ground water levels in Table 1.
2. A large depth variation is given for the reported 200 and 300kPa ultimate values for the current ground conditions, which are not representative or 'usable' for the final subdivision levels considering the cuts and fills. Please provide updated information that does allow for comparison with the final subdivision levels.

- Although agreeing with the presented liquefaction triggering analysis, depending on the ground water level (hence why inclusion of R.L. considered necessary), liquefaction triggering is likely within the top 2.0 to 3.0m along the transition layer before getting into the medium dense or dense sands. The location of the lower elevation CPTs, such as CPT 1 as shown below with a cut and fill for the construction of the required fill and a wetland, should be carefully considered for the slope stability of the final development under static, and more importantly, under seismic and post-seismic conditions.



- Although agreeing the site is geotechnically suitable for the proposed land development, the conditions included in RDCL's geotechnical report section 5 should be further detailed by providing the required backfill material suitability criteria (i.e., compaction characteristic and/or soil classification), and minimum strength parameters to satisfy future stability of the fill slopes (with critical care for the conditions of the 8.2m maximum slope height). Please provide this additional detail.
- Section 5.3 proposed setback from slopes are not consistent with the parameters given in section 5.4 (i.e. permanent batters and estimated effective stress strength values), and are not supported by some form of limit equilibrium slope stability checks. We are not certain how the proposed 3.0m setback derived, or how they were revised from 5.0 to 3.0m, hence our proposed need to clarify and supported with slope stability analysis capturing future loading conditions. Miyamoto's preliminary stability checks using the proposed slopes and Table 5 effective strength parameters cannot justify the given setback under the investigated loading conditions (i.e. static, seismic and increased pore water pressure using an r_u value of 0.15) for a loose silty sand slope, and a denser slope. A yield or critical acceleration value k_y of 0.119 and 0.204g identified for the examined slopes.

Please provide information to justify the setback as outlined above.

Roading

- Tieko Street traffic effects and proposed road/footpath improvements – there is significant concern over the effect of additional Our major concern is the effect of additional traffic generated by the development (including construction traffic) on the safe and efficient operation of Tieko Street and the intersection of Tieko Street and Otaihanga Road.

Please provide in depth detail on the proposed improvements, including road widening. If there are limitations on the ability to be able to provide improvements and widening for the continued safe use of Tieko Street, please detail why this is the case.

7. Shared path connecting the two proposed access roads – We have confirmed with the applicant that this shared path is not a recreational loop path but a connecting shared path as required by NZS 4404:2010 and outlined the link between subdivision consents, the district plan-SDPR and NZS 4404:2010. We require a 2.5m wide (within a 5.5m wide corridor) shared path which is lit and surfaced in concrete or asphaltic cement. This needs to be confirmed as acceptable to the applicant. We are not prepared to accept a shared unlit path in metal as an appropriate and safe type of facility which can be accessed and used by all users. Guidance on the formation of cycle path is contained within Austroads Part 6A –

C.3.4 Unsealed Paths

Consideration may be given to the provision of a stabilised unsealed surface as the first stage of development where:

- it is necessary to reduce construction costs
- the path is unlikely to flood to the extent that excessive damage to an unsealed path or excessive maintenance costs will result
- the volume of cyclists initially using the path is expected to be low
- flat gradients exist (e.g. less than 3%)
- costs need to be reduced
- the environmental amenity of an area will be reduced by a sealed path.

The second stage would be the provision of an asphalt, or bituminous surface, or possibly a concrete surface.

Care should be taken in the selection of the (unsealed) surface material to ensure that the riding surface is smooth and well bound, as cyclists will not be attracted to a path that has a poor surface. Well graded river gravels are most suitable. Materials that result in loose surfacing should not be used under any circumstances. Good drainage is also an important factor in the success of gravel paths.

8. As can be seen from the above, the use of a gravel path is seen as a temporary arrangement by the reference to this type of facility as the first stage of development. Also, please provide the gradient of the path, if it is steeper than 3% it should not be metal. Further advice on the formation of unsealed shared paths is provided by NZTA:

Advantages

The initial cost of establishing an unsealed facility is relatively low, and they may be sealed at a later date (eg after the route has proved itself popular).

Unsealed facilities help in integrating cycling with environmentally sensitive locations.

Unsealed trails in natural locations can attract use due to their aesthetic qualities. Walkers and runners may also prefer the softer surface.

In forested areas, some shelter from wind and rain is available.

Disadvantages

Unsealed facilities can be hazardous, depending on gradient, crossfall and surface media.

They also require regular maintenance.

Trails with an unsealed surface may be difficult to use in wet weather.

Unsealed surfaces are not suitable for people on bicycles with narrow tyres (eg on-road sports cyclists), therefore not suitable for attracting users from less safe roads.

Unsealed surfaces are not suitable for mobility-impaired pedestrians (eg those who use wheelchairs, mobility scooters, walking frames/sticks, or who are more prone to trips and falls on uneven surfaces).

9. Part of the intention for the shared path is that it avoids the need for cyclists to use Tieko Street, which is narrow, as seen above the disadvantages of an unsealed path is that it will not attract cyclists with narrow tyres and is also not suitable for mobility impaired pedestrians, given the demographic on the Kapiti Coast this point is also very important for us. To clarify we would only seek a 2.5m wide shared path if surfaced in Concrete or Asphalt not the full 5.5m width.
10. Construction traffic – please confirm if all construction traffic is able to gain access from Otaihanga Road only given the narrow width of Tieko Street, there are significant safety concerns. If all construction traffic is not able to use Otaihanga Road for access, please provide details of exactly what proportion/type of traffic can be assigned to each road (Tieko or direct access to Otaihanga from the development).

Landscape and Visual Peer Review

11. Please provide visual simulations/3D modelling of the proposal from key views such as Otaihanga Road to assist in the writing of Council's 42A report.
12. As outlined in 3.1.1 of the review undertaken by Robin Simpson Design, please provide a more detailed contour information plan, with further explanation of levels of cut and fill to clearly articulate the scheme and its context.

13. Please provide further detail on:
 - Otaihanga in context of regional structure e.g. relationship to coastal dune and Waikanae River;
 - Role of Otaihanga as an unbuilt area between townships;
 - Distance to local centres at Mazengarb Road;
 - Proximity to Paraparaumu low density housing areas.
14. Please provide detail of the hydrological aspects of topography as per 3.1.2 of the review.
15. Please provide further detail on built structure to include:
 - Farmlets on steep dunes to the west;
 - Farmlets on undulating slopes to the northwest; and
 - Rural land to the north and northeast.

And any other information considered necessary to substantiate that *built form has a low sensitivity to change*.

16. With respect to character, the effect of removal of mature pines on neighbouring properties is considered to cause a significant loss of privacy, rural amenity, views and ease of access for Tieko Street. Please provide details of further mitigation, especially with respect to the removal of the mature pine trees.
17. The effects on visually sensitive receptors (viewpoints 2, 3 and 4) are considered to be more than minor, please advise if any mitigation measures are proposed to reduce the adverse effects identified. If mitigation is proposed over what has already been detailed in the DCM Landscape and Visual Assessment, please provide detail of this.
18. The review identifies six areas (pages 9-11) where effects would be more than minor/significant. Please provide further detail of mitigation measures that would result in the reduction of adverse effects from more than minor/significant.
19. Page 21 identifies additional mitigation measures with respect to the eight mitigation measures identified by DCM. Please advise if these mitigation measures are accepted, if not accepted, please advise why.

Other

20. Please provide detail on animal pest management prior to the commencement of construction, during construction and post construction to ensure animal pest species disturbed by the works do not move to surrounding properties.

Next steps

Once you have provided the requested information, I will review what you have provided to make sure it adequately addresses all of the points of this request.

In my previous letter I described the statutory timeframe for our decision on your application, which counts (and sets limits) on the number of days we can work on consent applications.

The time for you to respond to this letter will be excluded from the timeframe, and the original forecast date for our decision may now be later than I previously advised.

I will be able to give you an updated forecast on a date for this once you have provided the information requested above, or we have discussed the application again.

If you are not sure how to respond or have any questions, please contact me on 027 326 5344 or email me at marnie@incite.co.nz and quote the application number.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Marnie Rydon', written in a cursive style.

Marnie Rydon
Consultant Planner