

Memorandum

TO: Lianne Darby, Planner

FROM: Logan Copland, Graduate Planner - Transport

DATE: 24 June 2018

SUBJECT: SUB-2018-63 & LUC-2018-347
90 OROKONUI ROAD, WAITATI

Application:

Subdivision consent is sought to subdivide the above site into 11 residential lots (Lots 41, 42, 43, 44, 51, 52, 53, 61, 71, 81 and 82). Land use consent is sought to provide for residential activity on each of the 11 lots, either in an existing building or in a new building; as well as providing for the continuation of a commercial activity (tavern) on Lot 41.

Lot 41 will encompass a hall/restaurant which has historically been used as a tavern, though is currently used as a residential unit. Lot 41 will contain the right of way corridor that extends from the northern boundary through the site, providing access to Lots 41, 42, 51, 52, 61, 71, 81 and 82.

Lot 42 will contain the existing chapel, which is to be retained. However, residential development is also anticipated on the site. Lot 43 contains the ruins of an old building and residential development is anticipated on the site. Lot 44 will contain two existing buildings, a one-bedroom family flat which is to remain and an old villa. Residential activity is anticipated by way of either a new dwelling, or in the existing villa.

Lots 51 and 52 are both vacant sites, with residential development anticipated on each lot. Lot 53 will contain a barn and former villa, which now operates as a mechanical and electrical workshop. The application states that neither of the buildings are in good condition. It is anticipated that a new residential dwelling will be erected on the site.

Lot 61 contains the former therapy building, which has already been converted into a three-bedroom residential unit. Lot 71 comprises the existing tennis court and residential development is anticipated on the tennis court platform. Lot 81 contains a large building that is set to be demolished, with a new residential unit anticipated on the site. Lot 82 is a vacant lot, except for a small shed which is to be removed. Residential development is anticipated on the site.

The subject site is zoned Rural in the Operative District Plan. Orokonui Road is classified as a Local Road in the District Plan Road Hierarchy.

Access:

Access to Lots 43, 44 and 53 will be achieved via the existing Farm Right of Way that extends off Orokonui Road. Transport notes that this Right of Way is already formed, hard surfaced and adequately drained for its duration.

Right of Way C1 over Lot 41 will provide access to Lots 41, 42, 51, 52, 61, 71, 81 and 82.

Right of Way C1 will provide vehicular access to 8 residential lots. Pursuant to Rule 20.5.7 (v)(b), private accesses in rural areas that serve 4-12 residential units are required to be a minimum 5.0m formed width. Transport notes that the right of way access currently consists of a 5.5m wide formation with kerb and channels either side. Therefore, Right of Way C1 exceeds the relevant requirements of the Operative District Plan.

It is noted in the application that parts of the access are damaged, and require maintenance. It is also noted that maintenance is scheduled to be undertaken as part of the overall development works. Consequently, it is advised that a formal agreement be drawn up between the owners/users of all private accesses to clarify their maintenance responsibilities.

Parking/Manoeuvring:

As this is a rural site, pursuant to Rule 6.5.3 (iv)(b), there are no minimum parking requirements for residential sites that do not front a state highway. In terms of manoeuvring, transport accepts that there will be ample space on all new lots to provide for onsite manoeuvring. Further, it is advised that in the event of future development on the site, Transport would assess provisions for access, parking and manoeuvring at the time of resource consent/building consent application.

Generated Traffic:

Transport considers the impact on the transportation network by the proposed development to be no more than minor.

Conclusion:

Transport considers the effects of the proposal on the transportation network to be no more than minor, subject to the following and advice note(s):

Advice notes:

- (i) It is advised that formal agreement be drawn up between the owners/users of all private accesses in order to clarify their maintenance responsibilities.
- (ii) It is advised that in the event of future development on the site, Transport would assess provisions for access, parking and manoeuvring at the time of resource consent/building consent application.

Lianne Darby

From: Logan Copland
Sent: Tuesday, 25 September 2018 03:37 p.m.
To: Lianne Darby
Cc: Grant Fisher
Subject: 90 Orokonui Road

Hi Lianne,

As per our discussion, I can offer the following advice regarding the proposed subdivision at 90 Orokonui Road.

- While the private access that navigates through the subject site will serve more than the permitted 12 users, the access way that navigates through the subject site exceeds District Plan requirements for private accesses in rural areas. The access comprises a hard surface finish with kerb and channel either side. I note that certain sections of the access are damaged, specifically on the bend next to Lots 51, 81, 6 and 7. The application made note that maintenance is scheduled to be undertaken as part of the overall development works. Transport supports this. Subject to appropriate maintenance (as promoted by the applicant), Transport considers this access to acceptable.
- The Farm Right of Way will provide access to Lots 43, 44 and 53. I note that the subject site has an existing Right of Way easement and therefore Lots 43, 44 and 53 have legal access over this driveway. The access appears to be generally sealed, however, is subject to some damaged sections. It is Transport's view that the Farm Right of Way is the most appropriate means of access for Lots 43, 44 and 53, as there is an existing easement for access purposes.

Kind regards,

Logan Copland
Graduate Planner
Transport Strategy

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