

Nicholas Law

From: David Harford <david@dhconsulting.co.nz>
Sent: Tuesday, 27 August 2024 12:28
To: Nicholas Law
Subject: FW: SUB23/0066 LUC23/0121 Melrose Road - RFI
Attachments: NZTA Waka Kotahi Written Approval-2022-0836-Melrose Road and SH77-Ashburton Riverside Developments.pdf
Categories: Yellow Category

Hi Nicholas

Please see attached the written approval of NZTA.

Those engineering requirements for the proposal are fine.

Please come back to me re the other matters below as soon as you are able.

Kind Regards

DH

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From: David Harford
Sent: Wednesday, August 14, 2024 4:40 PM
To: Nicholas Law <Nicholas.Law@adc.govt.nz>
Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI

Hi Nicholas

The only draft conditions are these ones-engineering. I thought there was a response that these were essentially required standards in any event. I will let our Civil engineer come back to me on this.

The NZTA approval is supposed to be back with us. We agreed to some conditions with them apart from a small matter we just needed reworded. I am tracking down the person handling this at NZTA as I suspect they have left NZTA. I am sorting this now.

I don't agree with the public notification on the basis that the ODP departure, in terms of access as required from both Robinson Street and Range Streets, does not exist. The Range St access is currently shown through the former landfill and follows an alignment into Crown land (DOC), the River berm and River bed. Robinson St also passes through crown land and over land used as a shooting range and gun club. Further, this is Business land that is basically inaccessible without the applicant having to undertake a "deal" or negotiate with another party (in this case the Allenton RFC) to widen a public road to enable access the Business zoned land. As I have outlined in the application there have been several attempts over many years to find suitable access from Alford Foresr Road but none proved successful.

The Rural land aspect is hardly an issue as the landowner farms part of that now, by the stopbank and it's the Business D zoned land that is the key here for future development. The rural zoned land needs to be passed over for the road. Some of it is of course, the ARFC as a scheduled sports field(s). There is no NPS-HPL as any Rural land here is marginal and has an LUC 4 classification so is not high quality.

Just on those points alone I am not seeing how the effects are more than minor.

I think we may just need to step through this under Section 95. What would be the special circumstances basis for the notification?

Kind Regards

David Harford

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From: Nicholas Law <Nicholas.Law@adc.govt.nz>

Sent: Wednesday, August 14, 2024 2:08 PM

To: David Harford <david@dhconsulting.co.nz>

Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI

Hi David,

I hope you are well,

- The draft conditions were sent through to you a few weeks back (I don't think I've heard anything back on these).
- The NZTA approval may still be forthcoming?
- I'm likely to recommend public notification under special circumstances because of the departures from the Plan (ODP departure & Rural A Zone departure). One option is for the applicant to request public notification if they want to get this underway. Otherwise, I need to step my way through the steps in s95A & s95D before I get to special circumstances in s95A(9) so this would streamline the assessment and the level of detail required.
- Otherwise, I will continue with my notification assessment.

Kind regards,

Nicholas

From: David Harford <david@dhconsulting.co.nz>

Sent: Tuesday, August 13, 2024 11:32 AM

To: Nicholas Law <Nicholas.Law@adc.govt.nz>

Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI

Hi Nicholas

Hope you are well.

Where are we at with this application at your end?

Is there anything additional you are waiting on us for?

Kind Regards

DH

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From: Nicholas Law <Nicholas.Law@adc.govt.nz>
Sent: Wednesday, June 26, 2024 1:19 PM
To: David Harford <david@dhconsulting.co.nz>
Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI

Hi David,

Zani has put together the following engineering conditions – which are pretty standard.

I note that NZTA has some additional conditions in relation to the State Highway intersection.

Kind regards,
Nicholas

From: David Harford <david@dhconsulting.co.nz>
Sent: Tuesday, June 25, 2024 12:23 PM
To: Nicholas Law <Nicholas.Law@adc.govt.nz>
Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI

Thanks for that

From: Nicholas Law <Nicholas.Law@adc.govt.nz>
Sent: Tuesday, June 25, 2024 12:21 PM
To: David Harford <david@dhconsulting.co.nz>
Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI

Hi David,

Zani is going to put together the draft conditions today.

In terms of the servicing discussion at the meeting, Zani says the key point was along the lines of:
It will depend on the space available and the modelling as to whether swales can be provided or if SW needs to be piped.

Most of the design detail for the road upgrade will be agreed through engineering approval.

Kind regards,
Nicholas

From: Nicholas Law
Sent: Tuesday, June 25, 2024 10:41 AM
To: 'David Harford' <david@dhconsulting.co.nz>
Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI

Hi David,

I'll follow up with Zani re. draft conditions and progress with notification recommendation this week.

Kind regards,
Nicholas

From: David Harford <david@dhconsulting.co.nz>

Sent: Friday, June 21, 2024 4:56 PM

To: Nicholas Law <Nicholas.Law@adc.govt.nz>

Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI

Hi Nicholas

Just following up below here. Is there any response from you on this?

I recall a discussion but can't find any information connected to it.

NZTA approval – I should have that anytime now. We have agreed to their conditions.

I really need to get this application close too if not approved.

Kind Regards

DH

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From: David Harford
Sent: Thursday, June 6, 2024 4:10 PM
To: Nicholas Law <Nicholas.Law@adc.govt.nz>
Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI

Hi Nicholas

Just following up from our recent meeting on this one.

Some comments from me in red below.

Regards

DH

From: Nicholas Law <Nicholas.Law@adc.govt.nz>
Sent: Wednesday, May 22, 2024 1:20 PM
To: David Harford <david@dhconsulting.co.nz>
Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI

Hi David,

Thanks, will tee something up. Note that Mark Chamberlain is on leave until Monday.

Kind regards,
Nicholas

From: David Harford <david@dhconsulting.co.nz>
Sent: Wednesday, May 22, 2024 1:13 PM
To: Nicholas Law <Nicholas.Law@adc.govt.nz>
Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI

Hi Nicholas

Please see the attached.

Kind Regards

DH

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From: Nicholas Law <Nicholas.Law@adc.govt.nz>
Sent: Tuesday, May 7, 2024 10:11 AM
To: David Harford <david@dhconsulting.co.nz>
Subject: FW: SUB23/0066 LUC23/0121 Melrose Road - RFI

Hi David,

Thanks for your email.

Engineering matters

Zani from Assets has advised the following:

4m lane widths probably won't be sufficient to allow for on-street parking given the larger trucks that will operate through here. I also don't see any street trees, Open Spaces will require street trees on both sides of the road and the swale will require batters of 1:5 to allow for safe mowing.

*Given the above, the design may need to be adjusted, perhaps as mentioned in the memo, the stormwater should rather be piped than conveyed via swale. **Have you got meeting notes for this Nicholas? I have got some notes on roading but can you draft up conditions in line with the discussion. That includes some trees along the road, stormwater shall be via a swale or piped in accord with NZS4404 etc***

I see that a 2.5m wide shared path is proposed on one side of Melrose Road. This is a good idea in this location. Would the path be on the south or north side of Melrose Road? **Footpath one side as I understood it was to be the west side? Can you confirm**

Costs

Roading are unlikely to support a share of costs so a meeting may not be of much value, although staff can accommodate one if desired. **There was no forthcoming cost sharing for this proposal**

NZTA Approval

Are you expecting further comment or written approval from NZTA? The email response from them outlined a number of conditions, but suggested they were going to hold off formal written approval(?) Approval is imminent now as we volunteered conditions in line with their requirements with slight change in wording. I have contacted them again and will send this through to you as soon as it arrives.

Next steps

I can work with internal teams to put together a draft condition list, **Yes Please-I need this to get this bedded down with all parties internally here.** seek agreement from yourself on those, **Noted** and progress the notification recommendation steps.

Kind regards,
Nicholas

From: David Harford <david@dhconsulting.co.nz>

Sent: Friday, May 3, 2024 5:46 PM

To: Nicholas Law <Nicholas.Law@adc.govt.nz>

Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI Stormwater

Hi Nicholas

In response to your email below. I should have NZTA approval arrival at any time. We just had to agree to some draft conditions first.

The other two matters involve stormwater management and cost-share arrangements.

I attached a note from Selwyn Chang from Davis Ogilvie

In terms of the roading upgrades, Glen McLaughlin and Selwyn Chang, from Davis Ogilvie, had provided the proposed cross-sections with the initial design (namely Sections A, B & C shown on plan PL03) were for the new internal roads.

The Novo Group report noted that Melrose Road would be upgraded to an Industrial 'Local Road' standard, including widening of the road corridor to 20m.

To keep it simple at this stage, Council's nominated standards, in this case **Figure E17 from Table 3.2 contained within NZS4404:2010**, are relevant. With the 20m road corridor that is going to be available in Melrose Road, please see below the Industrial 'Local Road' standard that would apply.


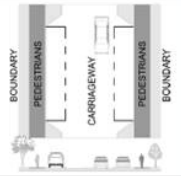
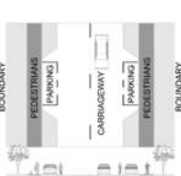
PLACE CONTEXT			DESIGN ENVIRONMENT				LINK CONTEXT				TYPICAL PLAN AND CROSS SECTION	FIGURE NUMBER		
Area	Land use	Local attributes	Locality served	Target operating speed (km/h)	Min. road width (m)	Max. grade	Pedestrians	Passing, parking, loading, and shoulder	Cyclists	Movement lane (excluding shoulder)			Classification	
Notes			See 2.2.4, 2.2.17.4, 3.3.1.6	See table 2.1	See table 3.1	See 3.3.5	See 1.2.2, 3.3.1.8 & 3.4.1.6	See 3.3.1.1	See 3.3.6 & 3.3.1.4	See 3.3.1.5, 3.3.7.6 & 3.3.11.2	See 1.2.2, 3.3.1.1, 3.3.1.2, 3.3.1.3, 3.3.1.10, 3.3.11.3	See 3.5.4.3.6, 3.3.1.6 (typical max. volumes)	SEE APPENDIX E FOR LARGER VERSION OF FIGURES	
Suburban	Make and move	Side or rear freight access	Industrial area	10	11	10%	Separate footpath one side	Loading bays shall be separate and recessed. See 3.3.6	Shared (in movement lane)	3.5	Lane (~200 vpd)		E16	
	Make and move	Primary freight access	Industrial area	40	18	10%	1.5 m each side	Parking and loading bays both sides may be in the movement lane or recessed. See 3.3.6	Shared (in movement lane)	2 x 4.2	Local road (~2,000 vpd)		E17	
	Shop and trade, work and learn, make and move	All roads serving multi-purpose areas involving most or all of the indicated land uses, not specified elsewhere in this table.	All, or combinations of these land uses	50	23	10%	2.5 m each side, 3.5 m each side for shop and trade, work and learn	Parking separate and recessed. See 3.3.6. Public transport is likely (see 3.3.1.4, 3.3.1.5)	Separate provision where local authority defined cycle route	2 x 4.2	Connector/collector (~8,000 vpd)		E18	

Table 3.2 (continued)

NZS 4404:2010

A typical cross section has been drafted showing the above

At this point and/or as part of this RFI process what potentially should also be agreed upon is discussions around potential cost sharing between applicant (consent holder) and Council on the Melrose Road upgrade. The proposal in this instance utilises an existing public road (not adequately formed), and in my opinion provides wider public benefits, some aspects that can be considered here are: the purchase of the extra 10m of land for roading purposes (that will ultimately be vested to Council), physical road widening (providing access to the river and land not owned by the Consent holder) and other upgrades like footpaths and parking etc. This information will prompt this discussion matter to understand what a possible consent condition might look like including any cost share agreement.

The cost share matter, has there been any feedback re this? Is it quicker to arrange a meeting to discuss this or can you send draft conditions as we are really wanting to finalise this subdivision and get this issued asap.

Kind Regards

David Harford

David Harford

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From: Nicholas Law <Nicholas.Law@adc.govt.nz>
Sent: Thursday, February 29, 2024 4:37 PM
To: David Harford <david@dhconsulting.co.nz>
Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI Stormwater

Hi David,

Thanks for the further information.

Assets Team have some questions about how stormwater from the Road will be catered for:

I assume the 20m is the legal width? This won't allow a swale system to treat/convey stormwater. Will stormwater be piped? How will this be treated and disposed of in accordance with our Global Consent CRC186263?

I have asked Roothing about cost share and road width and will come back to you.

I'll treat your comment about NZTA preparing written approval as a request to hold off making any decisions on this app until that has been provided,

Thanks,

Kind regards,
Nicholas

From: David Harford <david@dhconsulting.co.nz>

Sent: Tuesday, February 27, 2024 11:28 AM

To: Nicholas Law <Nicholas.Law@adc.govt.nz>

Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - Request for further information

Hi Nicholas

Please see the attached response.

Kind Regards

DH

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From: Nicholas Law <Nicholas.Law@adc.govt.nz>
Sent: Wednesday, January 31, 2024 6:05 PM
To: David Harford <david@dhconsulting.co.nz>
Subject: SUB23/0066 LUC23/0121 Melrose Road - Request for further information

Hi David,

As discussed, please find attached a request for further information on the Melrose Road applications.

I will give you another call in the morning,

Kind regards,
Nicholas

Nicholas Law | [Senior Planner](#)

DDI 03 307 7875 | M

