

Nicholas Law

From: David Harford <david@dhconsulting.co.nz>
Sent: Friday, 3 May 2024 17:46
To: Nicholas Law
Subject: RE: SUB23/0066 LUC23/0121 Melrose Road - RFI Stormwater
Attachments: 29718-Melrose Road Typical Cross Section.pdf; Davis Ogilvie Civil engineering Response Selwyn C - Rooding Design.pdf

Categories: Yellow Category

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 table 2.1	See table 3.1	See 3.3.5	See 1.2.2, 3.3.1.8 & 3.4.16	See 3.3.1.1	See 3.3.6 & 3.3.1.4	See 3.3.1.5, 3.3.7 & 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 & 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
Sent: Thursday, February 29, 2024 4:37 PM
To: David Harford
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 Roding 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

