

ANNEXURE A – FORM 9

Form 9: Application for Resource Consent

Under Section 88 of the Resource Management Act 1991

TO: The Ashburton District Council

Ennor Investments Ltd

applies for the resource consent described below.

1. **The names** of the owner and occupier (other than the applicant) of any land to which this application relates are as follows:

Terrace View Retirement Village Ltd

2. **The location** to which this application relates is:

43-55 Carters Terrace, Ashburton.

3. **The type of resource consent** being sought is a Land Use Consent.

4. **A description of the activities** to which the application relates is:

The proposal is within the Residential C and D zone and involves the addition of twenty-five new residential buildings and a recreation building. The development will comply with all relevant standards except for those listed above and assessed in this application.

It should be noted that these buildings are for the purpose of an Independent Living option for residents who will be part of the Terrace View Retirement Village.

The proposed development will be in accordance with the plans accompanying this application and which should be read as part of it. A more detailed description of the proposed activity is to be found in the assessment of effects on the environment which accompanies this application which should also be read as part of this application.

5. **Attached is an assessment of any actual or potential effects** that the activity may have on the environment.

6. **No other information** is required to be supplied by the district or regional plans or regulations.



..... **DATED:** 21st June 2023

(Signature of applicant or person authorised to sign on behalf)

Address for service:

David Harford Consulting Limited
PO Box 603
Ashburton 7740

Attention: David Harford

Telephone: (03) 307 7164

Email: david@dhconsulting.co.nz

Address for Applicant

Ennor Investments Ltd
C/- Simon Johnson
Figure & Ground
M. 027 550 4011

E. simon@figureandground.co.nz

A. Level 1, 328 Durham Street,
Christchurch

ANNEXURE B – RECORDS OF TITLE

Quickmap Title Details



Information last updated as at 18-Jun-2023

RECORD OF TITLE DERIVED FROM LAND INFORMATION NEW ZEALAND FREEHOLD

Identifier **CB344/130**

Land Registration District **Canterbury**

Date Issued 05 December 1922

Prior References

CB133/252

Type	Fee Simple
Area	9991 square metres more or less
Legal Description	Lot 2 Deposited Plan 6387

Registered Owners

Terrace View Retirement Village Limited

9792559.2 Mortgage to ASB Bank Limited - 13.8.2014 at 4:44 pm

9792559.1 Encumbrance to Corporate Trust Limited - 13.8.2014 at 4:44 pm

9842985.1 Notice of the registration of Terrace View Retirement Village as a Retirement Village. Subject to section 22 of the Retirement Villages Act 2003 (which provides priority for the rights of the residents ahead of the rights of holders of security interests) - 18.9.2014 at 7:00 am

12519953.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS RECORD OF TITLE IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (ALSO AFFECTS CB17B/1378, CB17B/1379, CB17F/758, CB17F/759, CB17F/760, CB17F/761, CB17F/762, CB17F/763, CB29F/220, CB446/20 and CB524/266) - 27.7.2022 at 7:00 am

12519953.1 Subject to Section 81(2) and 81(3) Building Act 2004 (affects CB17B/1378, CB17B/1379, CB17F/758, CB17F/759, CB17F/760, CB17F/761, CB17F/762, CB17F/763, CB29F/220, CB446/20 and CB524/266) - 27.7.2022 at 7:00 am

Quickmap Title Details



Information last updated as at 18-Jun-2023

RECORD OF TITLE DERIVED FROM LAND INFORMATION NEW ZEALAND FREEHOLD

Identifier CB17F/763

Land Registration District Canterbury

Date Issued 10 June 1977

Prior References

CB344/131

Type Fee Simple
Area 4820 square metres more or less
Legal Description Lot 6 Deposited Plan 39303

Registered Owners

Terrace View Retirement Village Limited

133231.3 Easement Certificate specifying the following easements - 10.6.1977 at 10.17 am

Type	Servient Tenement	Easement Area	Dominant Tenement	Statutory Restriction
Drain water and sewage	Lot 2 Deposited Plan 39303 - CT CB17F/759	D DP 39303	Lot 6 Deposited Plan 39303 - herein	

The easements specified in Easement Certificate 133231.3 when created will be subject to Section 351 E (1) (a) Municipal Corporations Act 1954

Fencing Agreement in Transfer 553526.1 - 28.6.1985 at 1.59 pm

10472346.5 Mortgage to ASB Bank Limited - 22.7.2016 at 4:22 pm

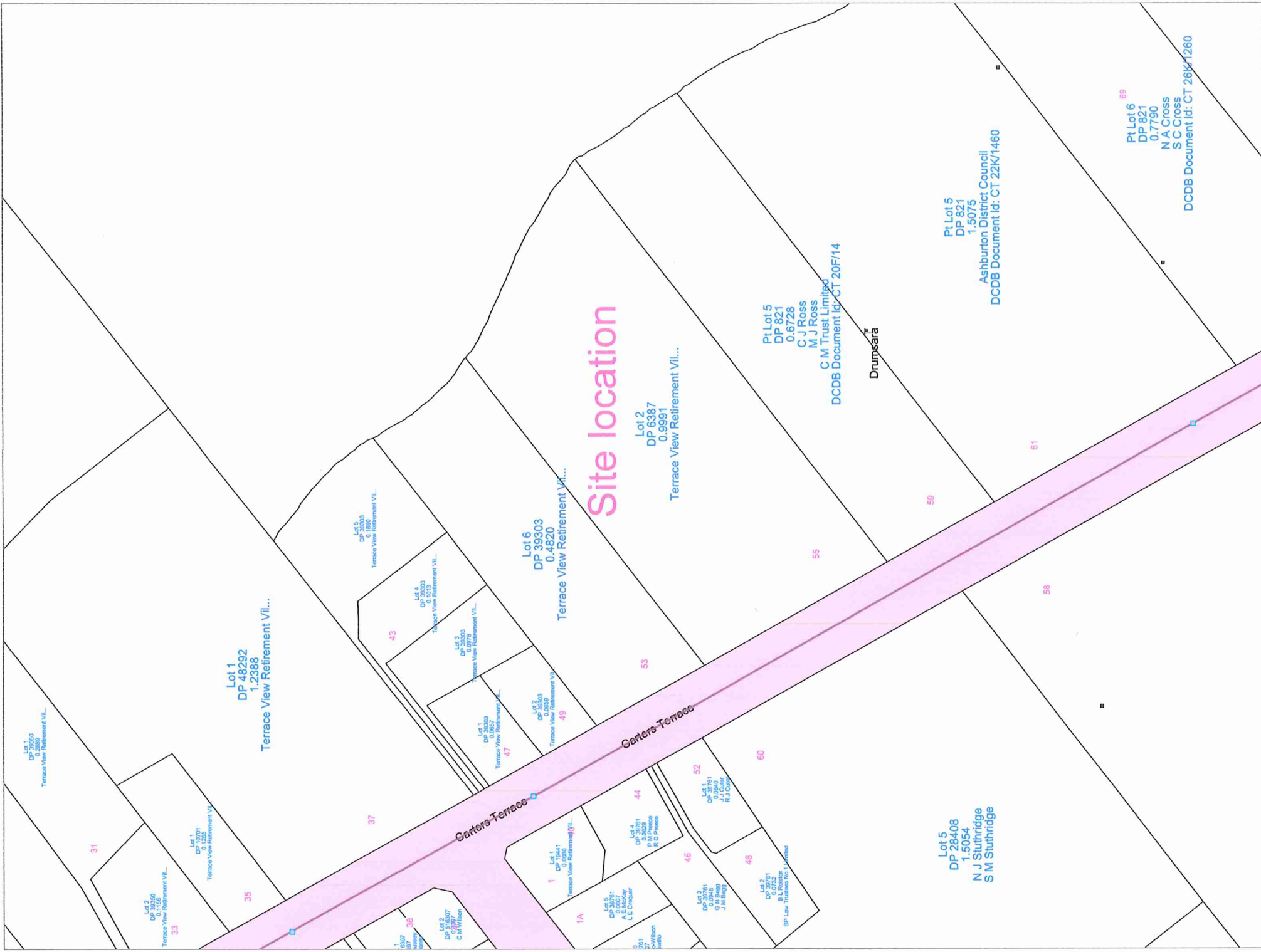
10472346.4 Encumbrance to Covenant Trustee Services Limited - 22.7.2016 at 4:22 pm

10529436.1 Notice of the registration of Terrace End Retirement Village as a Retirement Village. Subject to section 22 of the Retirement Villages Act 2003 (which provides priority for the rights of the residents ahead of the rights of the holders of security interests) - 12.8.2016 at 7:00 am

12519953.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS RECORD OF TITLE IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (ALSO AFFECTS CB17B/1378, CB17B/1379,

CB17F/758, CB17F/759, CB17F/760, CB17F/761, CB17F/762, CB29F/220, CB344/130, CB446/20 and CB524/266) - 27.7.2022 at 7:00 am
12519953.1 Subject to Section 81(2) and 81(3) Building Act 2004 (affects CB17B/1378, CB17B/1379, CB17F/758, CB17F/759, CB17F/760, CB17F/761, CB17F/762, CB29F/220, CB344/130, CB446/20 and CB524/266) - 27.7.2022 at 7:00 am

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Site location

Lot 1
DP 48292
1,2388
Terrace View Retirement Vil...

Lot 6
DP 39303
0,4820
Terrace View Retirement Vil...

Lot 2
DP 6387
0,9991
Terrace View Retirement Vil...

Pt Lot 5
DP 821
0,6728
C J Ross
M J Ross
C M Trust Limited
DCDB Document Id: CT 20F/14

Pt Lot 5
DP 821
1,5075
Ashburton District Council
DCDB Document Id: CT 22K/1460

Pt Lot 6
DP 821
0,7790
N A Cross
S C Cross
DCDB Document Id: CT 26K/1260

Lot 5
DP 28408
1,5054
N J Stuthridge
S M Stuthridge



Quickmap Title Details



Information last updated as at 18-Jun-2023

RECORD OF TITLE DERIVED FROM LAND INFORMATION NEW ZEALAND FREEHOLD

Identifier CB17F/762

Land Registration District Canterbury

Date Issued 10 June 1977

Prior References

CB344/131

Type Fee Simple

Area 1880 square metres more or less

Legal Description Lot 5 Deposited Plan 39303

Registered

Owners

Terrace View Retirement Village Limited

Fencing Provision in Transfer 133231.4 - 10.6.1977 at 10.17 am

133231.3 Easement Certificate specifying the following easements - 10.6.1977 at 10.17 am

Type	Servient Tenement	Easement Area	Dominant Tenement	Statutory Restriction
Right of way, right to drain sewage and water, right to convey water, power and telephone line	Lot 5 Deposited Plan 39303 - herein	A DP 39303	Lot 3 Deposited Plan 39303	
Right of way, right to drain sewage and water, right to convey water, power and telephone line	Lot 5 Deposited Plan 39303 - herein	A DP 39303	Lot 4 Deposited Plan 39303	
Right of way, right to drain sewage and water, right to convey water,	Lot 3 Deposited Plan 39303	C DP 39303	Lot 5 Deposited Plan 39303 - herein	

power and telephone
line

Right of way, right to drain sewage and water, right to convey water, power and telephone line	Lot 4 Deposited Plan B DP 39303	Lot 5 Deposited Plan 39303 - herein
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The easements specified in Easement Certificate 133231.3 when created will be subject to Section 351 E (1) (a) Municipal Corporations Act 1954

9098596.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS COMPUTER REGISTER IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (ALSO AFFECTS CB17F/760, CB17F/761, CB29F/220 and CB446/20) - 18.6.2012 at 7:00 am

9134984.3 Mortgage to ASB Bank Limited - 18.12.2012 at 11:23 am

9476697.2 Mortgage Priority Instrument making Encumbrance 9476697.1 first priority and Mortgage 9134984.3 second priority - 23.9.2013 at 2:39 pm

9476697.1 Encumbrance to Corporate Trust Limited - 23.9.2013 at 2:39 pm

9555981.1 Notice of the registration of Terrace View Retirement Village as a Retirement Village. Subject to section 22 of the Retirement Villages Act 2003 (which provides priority for the rights of the residents ahead of the rights of holders of security interests) - 30.10.2013 at 7:00 am

12519953.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS RECORD OF TITLE IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (ALSO AFFECTS CB17B/1378, CB17B/1379, CB17F/758, CB17F/759, CB17F/760, CB17F/761, CB17F/763, CB29F/220, CB344/130, CB446/20 and CB524/266) - 27.7.2022 at 7:00 am

12519953.1 Subject to Section 81(2) and 81(3) Building Act 2004 (affects CB17B/1378, CB17B/1379, CB17F/758, CB17F/759, CB17F/760, CB17F/761, CB17F/763, CB29F/220, CB344/130, CB446/20 and CB524/266) - 27.7.2022 at 7:00 am

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Quickmap Title Details

Information last updated as at 18-Jun-2023

RECORD OF TITLE DERIVED FROM LAND INFORMATION NEW ZEALAND FREEHOLD

Identifier CB17F/761

Land Registration District Canterbury

Date Issued 10 June 1977

Prior References

CB344/131

Type Fee Simple
Area 1013 square metres more or less
Legal Description Lot 4 Deposited Plan 39303

Registered Owners

Terrace View Retirement Village Limited

Type	Servient Tenement	Easement Area	Dominant Tenement	Statutory Restriction
13231.3 Easement Certificate specifying the following easements - 10.6.1977 at 10.17 am				
Right of way, right to drain sewage and water, right to convey water power and telephone line	Lot 4 Deposited Plan 39303 - herein	B DP 39303	Lot 3 Deposited Plan 39303	
Right of way, right to drain sewage and water, right to convey water power and telephone line	Lot 4 Deposited Plan 39303 - herein	B DP 39303	Lot 5 Deposited Plan 39303	
Right of way, right to drain sewage and water, right to convey water power and telephone line	Lot 3 Deposited Plan 39303	C DP 39303	Lot 4 Deposited Plan 39303 - herein	

Right of way, right to Lot 5 Deposited Plan A DP 39303 Lot 4 Deposited Plan
drain sewage and water, 39303 39303 - herein
right to convey water
power and telephone
line

The easements specified in Easement Certificate 133231.3 when created will be subject to Section 351 E (1) (a) Municipal Corporations Act 1954

Fencing Provision in Transfer 133231.4 - 10.6.1977 at 10.17 am

9098596.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS COMPUTER REGISTER IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (ALSO AFFECTS CB17F/760, CB17F/762, CB29F/220 and CB446/20) - 18.6.2012 at 7:00 am

9134984.3 Mortgage to ASB Bank Limited - 18.12.2012 at 11:23 am

9476697.2 Mortgage Priority Instrument making Encumbrance 9476697.1 first priority and Mortgage 9134984.3 second priority - 23.9.2013 at 2:39 pm

9476697.1 Encumbrance to Corporate Trust Limited - 23.9.2013 at 2:39 pm

9555981.1 Notice of the registration of Terrace View Retirement Village as a Retirement Village. Subject to section 22 of the Retirement Villages Act 2003 (which provides priority for the rights of the residents ahead of the rights of holders of security interests) - 30.10.2013 at 7:00 am

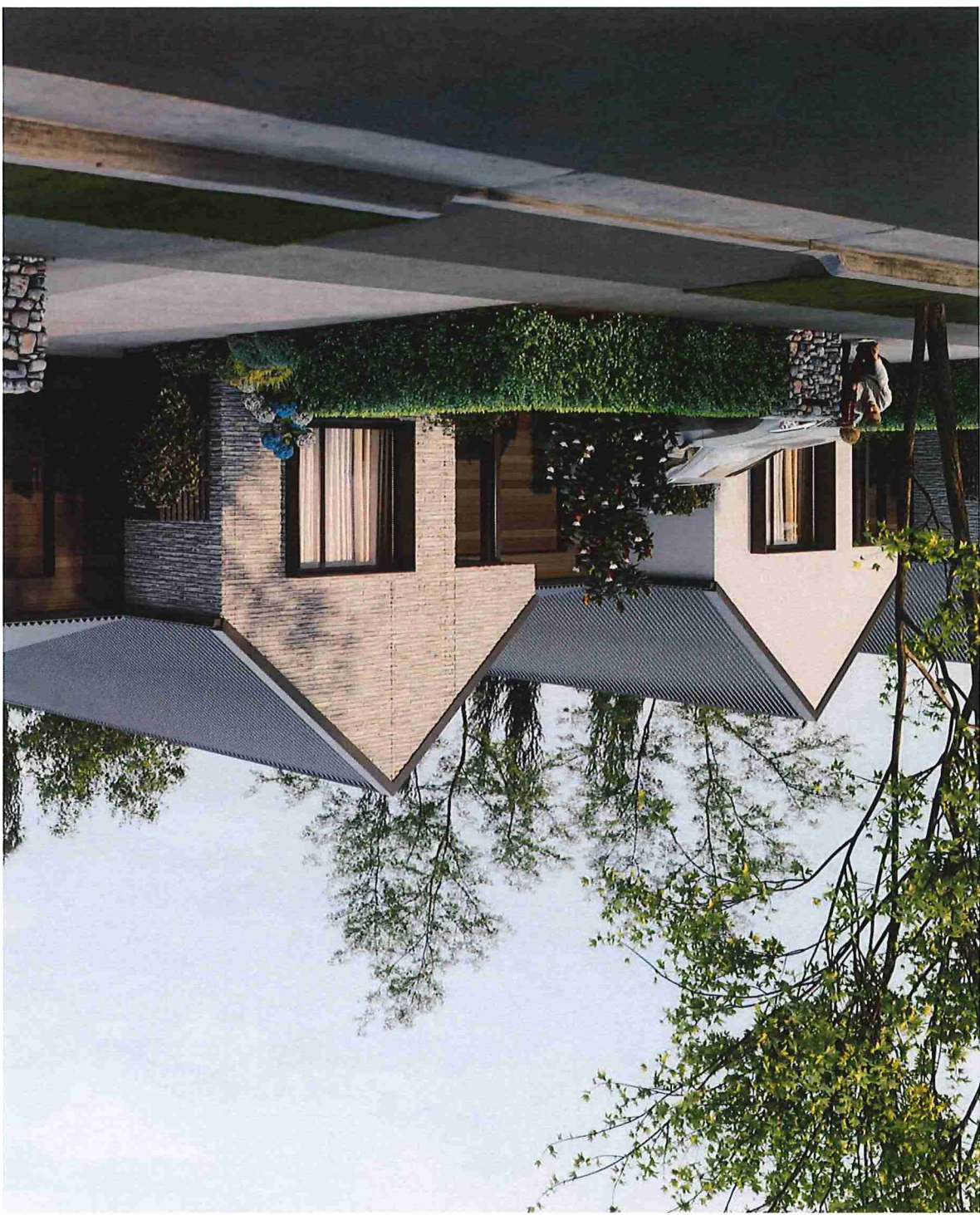
Subject to a right (in gross) to convey electricity over part marked B on DP 463759 in favour of Electricity Ashburton Limited created by Easement Instrument 9595889.1 - 16.5.2014 at 3:58 pm

12519953.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS RECORD OF TITLE IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (ALSO AFFECTS CB17B/1378, CB17B/1379, CB17F/758, CB17F/759, CB17F/760, CB17F/762, CB17F/763, CB29F/220, CB344/130, CB446/20 and CB524/266) - 27.7.2022 at 7:00 am

12519953.1 Subject to Section 81(2) and 81(3) Building Act 2004 (affects CB17B/1378, CB17B/1379, CB17F/758, CB17F/759, CB17F/760, CB17F/762, CB17F/763, CB29F/220, CB344/130, CB446/20 and CB524/266) - 27.7.2022 at 7:00 am

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ANNEXURE C – SITE PLANS AND ELEVATIONS



TERRACE VIEW RETIREMENT VILLAGE STAGE 3
RESOURCE CONSENT APPLICATION

FIGURE & GROUND

ALL MEASUREMENTS TO BE COMPARED AGAINST THE COMPASSION OF THE COMMUNITY DEVELOPMENT FROM THE GROUND LATER.

RESOURCE CONSENT ISSUE

A
RE ISSUE

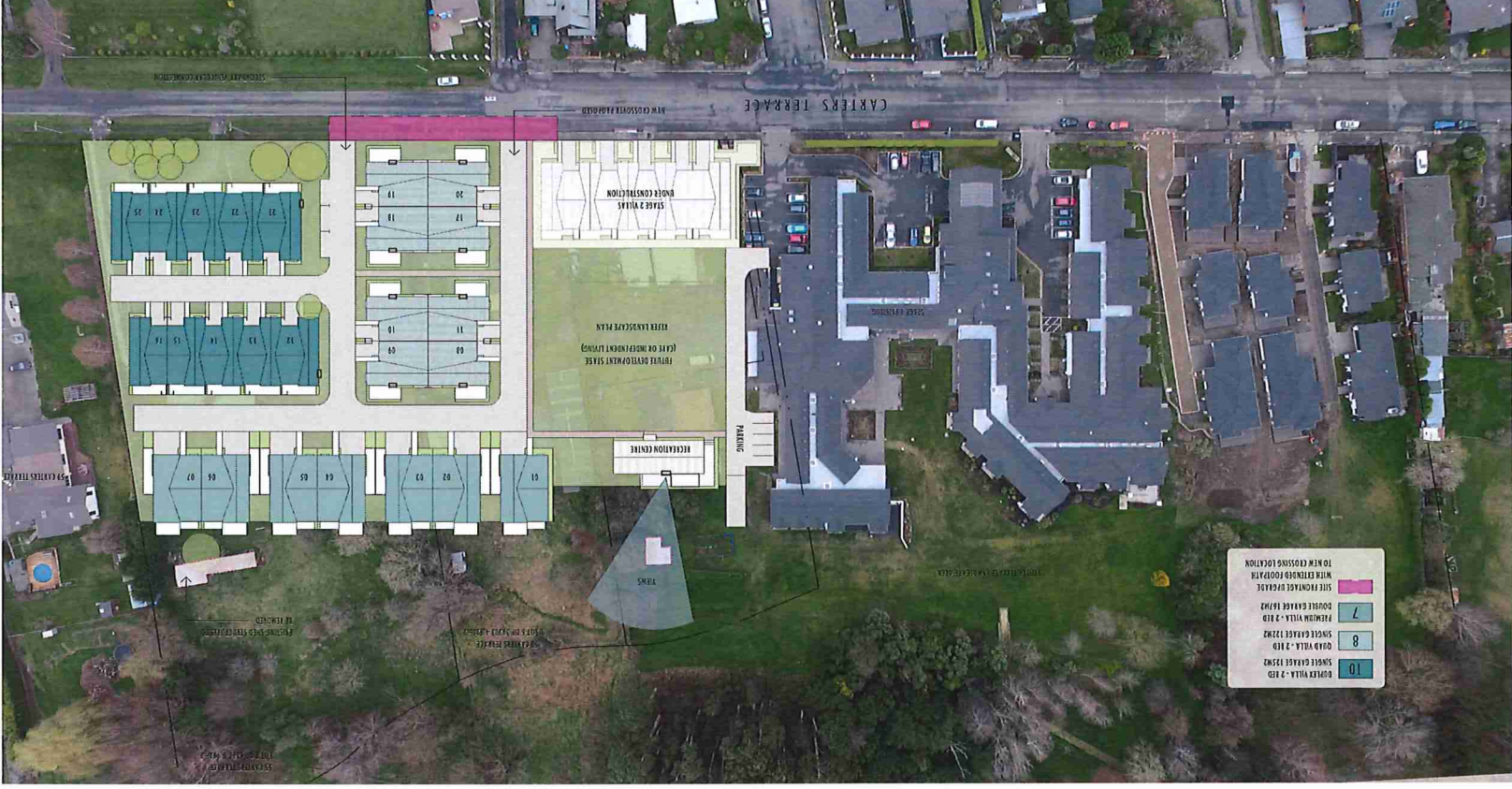
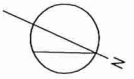


FIGURE 3 & GROUND

TERRACE VIEW - STAGE 3

PROPOSED MASTER PLAN STAGE 3

Drawing Sheet **A 02**

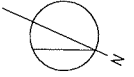
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 Revision **A**

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 Level 1, 4 Walker Street
 Christchurch Central 8011

p. 03 352 4333
 e. studio@figureandground.co.nz
 w. www.figureandground.co.nz

ALL MEASUREMENTS TO BE CONSIDERED ON SITE
 EXCEPT WHERE SHOWN OTHERWISE
 THE LOCATION OF THE PROPERTY BOUNDARIES
 HAS BEEN OBTAINED FROM THE
 PLANS AND GROUND SURVEY

RESOURCE CONSENT ISSUE
 A
 REISSUE



SITE AREA 19555 CARTERS TERRACE 14.1132
 THIS SITE COVERS A 270m x 135m
 AREA. LANDSCAPE ARCHITECTS' DIMENSIONS FOR
 PLANTABLE AREA AND LANDSCAPE AREAS

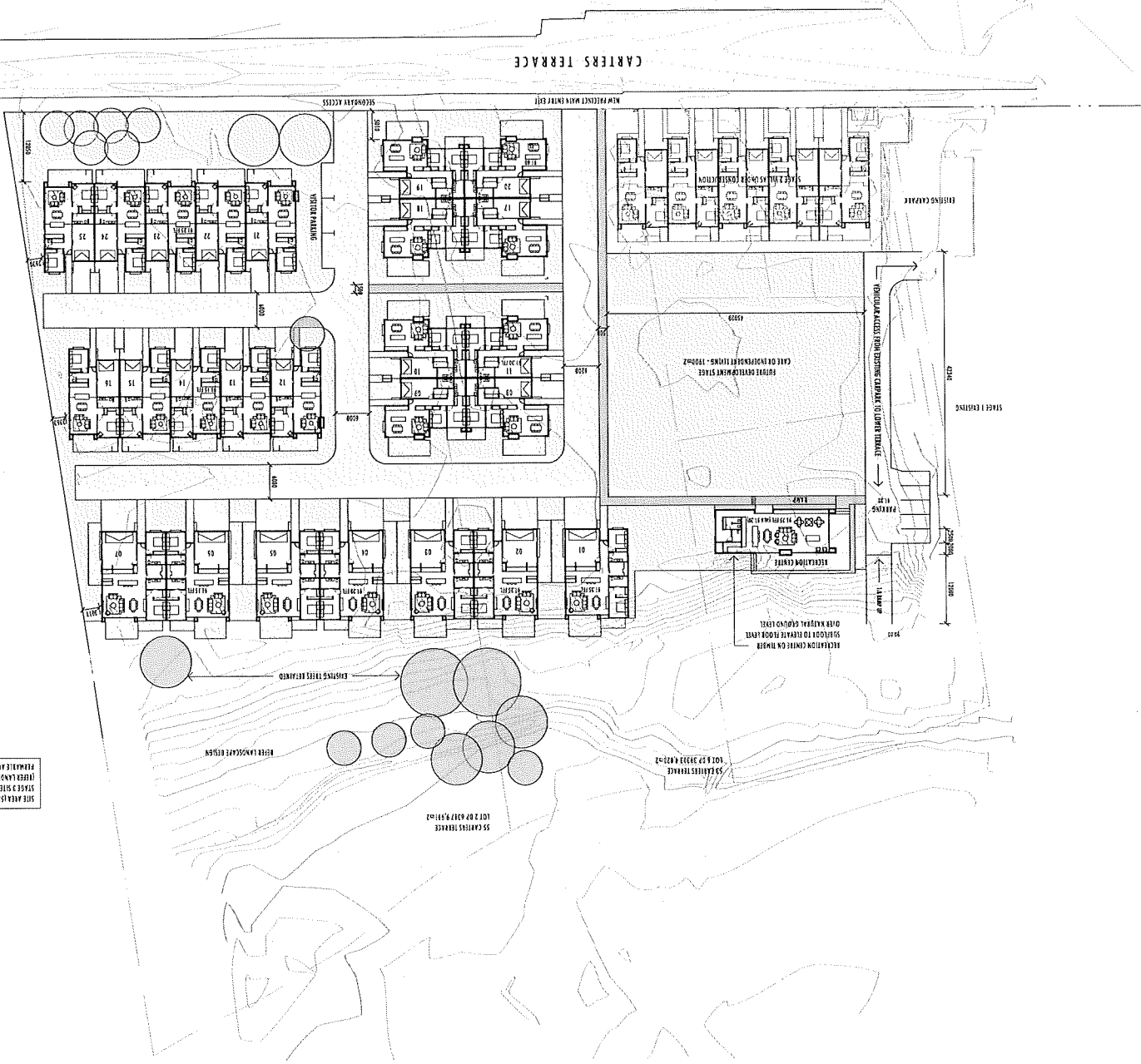


FIGURE 3 & GROUND

TERRACE VIEW - STAGE 3

STAGE 3 SITE PLAN

Drawing Sheet
A03

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 1:500 @A2

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 22.73

Date
 06/09/2023

Drawn
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Revision
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FIGURE & GROUND

TERRACE VIEW - STAGE 3

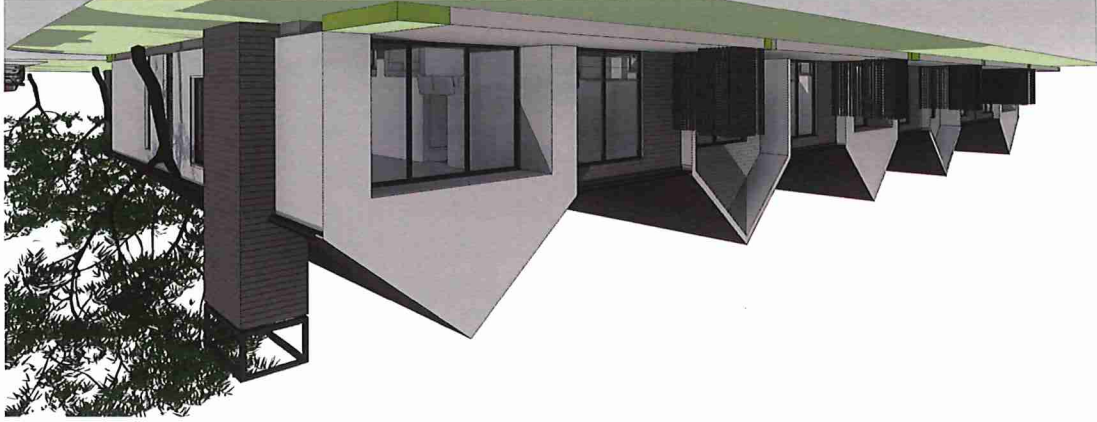
DUPELEX VILLA DESIGN

Drawing Sheet **A 04**

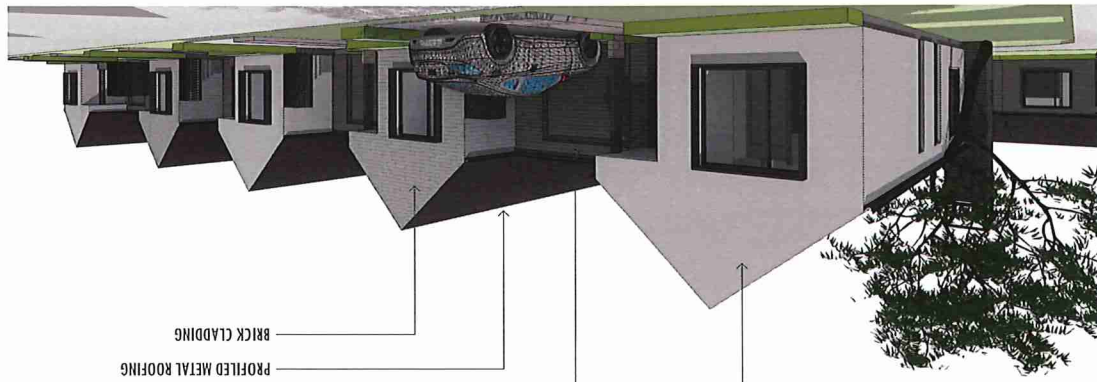
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 File 22.733
 Date 06/06/2023
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RESOURCE CONSENT ISSUE
 A REISSUE
 ALL REQUIREMENTS TO BE COVERED ON SITE
 BEFORE COMMENCING ANY CONSTRUCTION
 THE COMPILER OF THIS DOCUMENT IS A REGISTERED
 PROFESSIONAL ENGINEER AND ARCHITECT
 AND IS NOT A REGISTERED PLANNING CONSULTANT

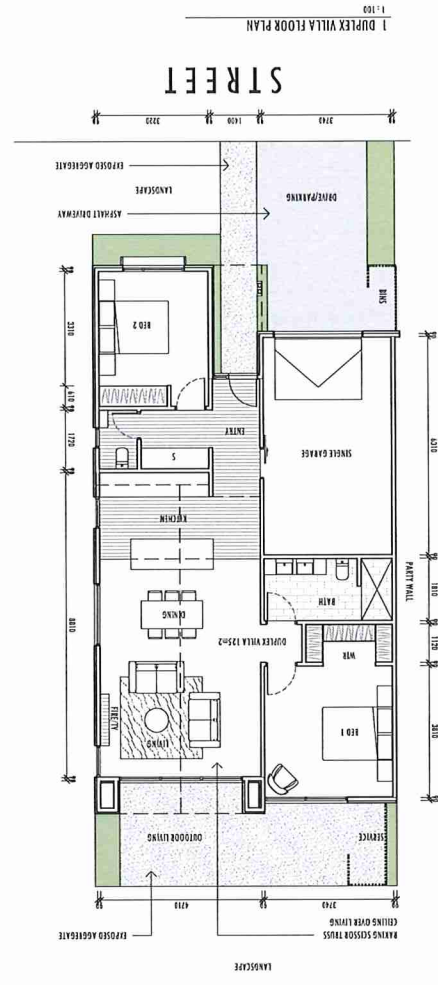


3 DUPLEX FRONT PERSPECTIVE



2 DUPLEX ENTRY PERSPECTIVE

- PLASTER FINISH
- WEATHERBOARD CLADDING
- PROFILED METAL ROOFING
- BRICK CLADDING

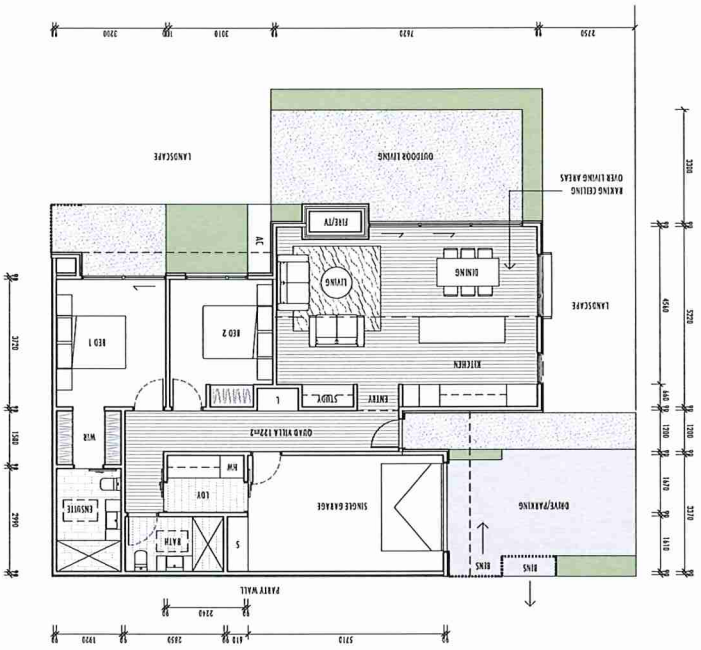


1 DUPLEX VILLA FLOOR PLAN
 1:100

2 QUAD VILLA PERSPECTIVE



1 QUAD VILLA FLOOR PLAN
1:100



STREET

FIGURE & GROUND

TERRACE VIEW - STAGE 3

QUAD VILLA DESIGN

Drawing Sheet
A 05

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File
22.773

Date
06/09/2023

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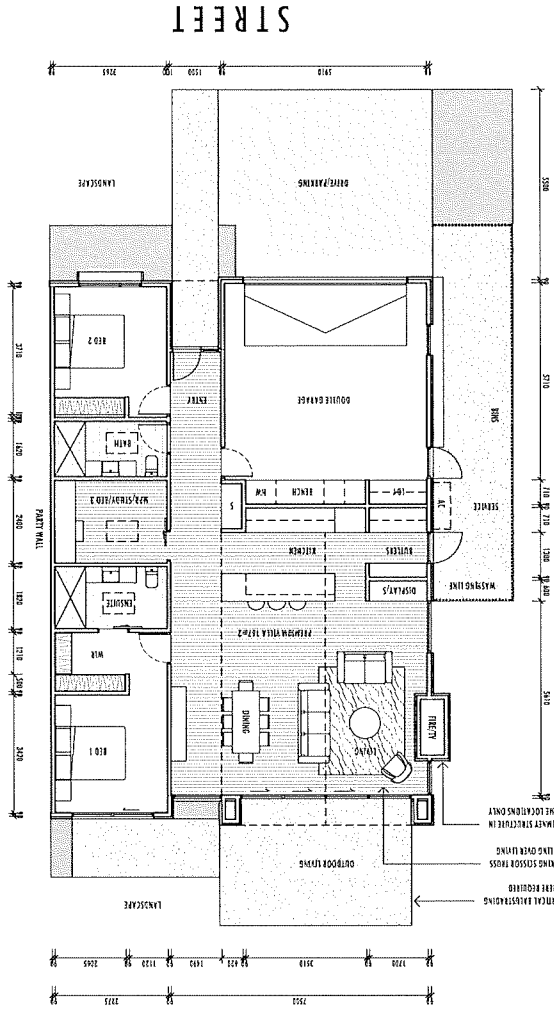
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RESOURCE CONSENT ISSUE
A REISSUE

1-160
1 PREMIUM VILLA FLOOR PLAN



2 PREMIUM VILLA PERSPECTIVE

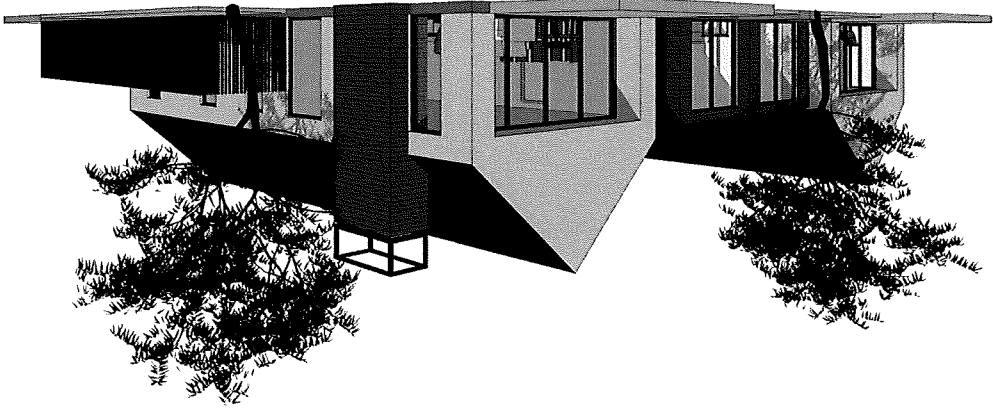


FIGURE & GROUND

TERRACE VIEW - STAGE 3

PREMIUM VILLA DESIGN

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A 06

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ALL MEASUREMENTS TO BE CONFIRMED ON SITE
 BEFORE COMMENCEMENT OF CONSTRUCTION
 FIGURE AND GROUND LIMITED
 RESOURCE CONSENT ISSUE
 A 101 ISSUE

ALL MEASUREMENTS TO BE COVERED ON SITE
 ERECT CONFORMING ANY CONSTRAINTS
 THE CONTROL OF THE RESOURCE WITHIN
 HOUSE AND GROUND UNITS

RESOURCE CONSENT ISSUE
 A REISSUE

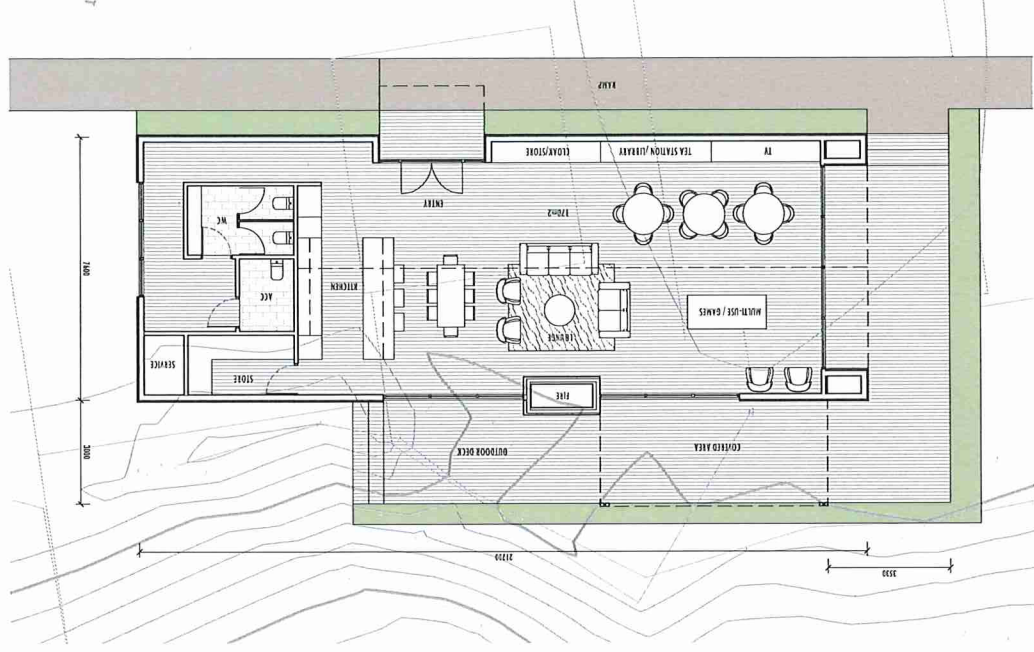
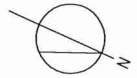


FIGURE & GROUND

TERRACE VIEW - STAGE 3

RECREATIONAL CENTRE

Drawing Sheet **A 07**

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 File 22.723
 Date 04.05.2023
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BEFORE COMMENCING ANY CONSTRUCTION.
THE COMPLETION OF THIS DRAWING BEING WITH
HOUSE AND GROUND UNITS.

RESOURCE CONSENT ISSUE
A REVISION

FIGURE & GROUND

TERRACE VIEW - STAGE 3

STREET PERSPECTIVES

Drawing Sheet
A 08

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 A RESOURCE CONSENT ISSUE
 A ISSUE

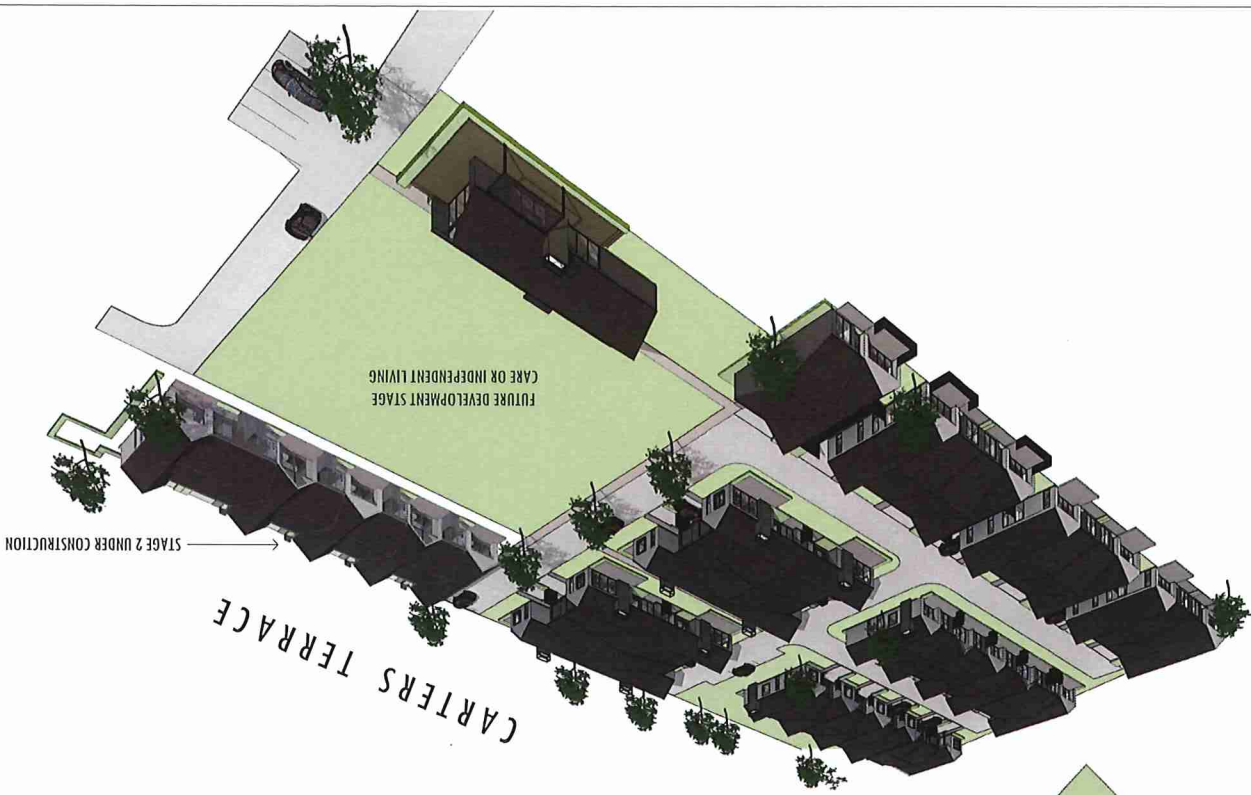
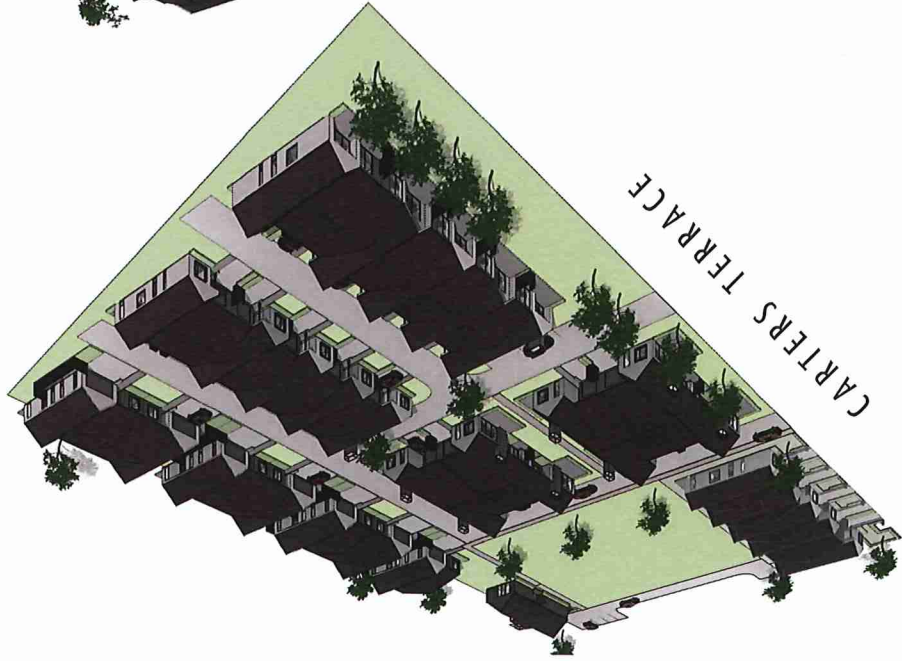


FIGURE 3 & GROUND

TERRACE VIEW - STAGE 3

AERIAL PERSPECTIVES

Drawing Sheet A 09

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 Date 06/09/2023
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 w. www.figureandground.co.nz

ANNEXURE D – LOCATION PLAN

ANNEXURE E – PLANNING MAP

ANNEXURE F – LLUR



Customer Services
P. 03 353 9007 or 0800 324 636

PO Box 345
Christchurch 8140

P. 03 365 3828

F. 03 365 3194

E. ecinfo@ecan.govt.nz

www.ecan.govt.nz

Dear Sir/Madam

Thank you for submitting your property enquiry from our Listed Land Use Register (LLUR). The LLUR holds information about sites that have been used or are currently used for activities which have the potential to cause contamination.

The LLUR statement shows the land parcel(s) you enquired about and provides information regarding any potential LLUR sites within a specified radius.

Please note that if a property is not currently registered on the LLUR, it does not mean that an activity with the potential to cause contamination has never occurred, or is not currently occurring there. The LLUR database is not complete, and new sites are regularly being added as we receive information and conduct our own investigations into current and historic land uses.

The LLUR only contains information held by Environment Canterbury in relation to contaminated or potentially contaminated land; additional relevant information may be held in other files (for example consent and enforcement files).

Please contact Environment Canterbury if you wish to discuss the contents of this property statement.

Yours sincerely

Contaminated Sites Team

Property Statement from the Listed Land Use Register

Visit ecan.govt.nz/HAIL for more information or
contact Customer Services at ecan.govt.nz/contact/ and quote ENQ347658

Date generated: 22 June 2023
Land parcels: Lot 6 DP 39303



The information presented in this map is specific to the property you have selected. Information on nearby properties may not be shown on this map, even if the property is visible.

Sites at a glance

Sites within enquiry area

There are no sites associated with the area of enquiry.

More detail about the sites

There are no sites associated with the area of enquiry.

Disclaimer

The enclosed information is derived from Environment Canterbury's Listed Land Use Register and is made available to you under the Local Government Official Information and Meetings Act 1987.

The information contained in this report reflects the current records held by Environment Canterbury regarding the activities undertaken on the site, its possible contamination and based on that information, the categorisation of the site. Environment Canterbury has not verified the



Customer Services
P. 03 353 9007 or 0800 324 636

PO Box 345
Christchurch 8140

P. 03 365 3828

F. 03 365 3194

E. ecinfo@ecan.govt.nz

www.ecan.govt.nz

Dear Sir/Madam

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Yours sincerely

Contaminated Sites Team

Property Statement from the Listed Land Use Register

Visit can.govt.nz/HAIL for more information or
contact Customer Services at can.govt.nz/contact/ and quote ENQ347659

Date generated: 22 June 2023
Land parcels: Lot 2 DP 6387



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Sites at a glance

 Sites within enquiry area

There are no sites associated with the area of enquiry.

More detail about the sites

There are no sites associated with the area of enquiry.

Disclaimer

The enclosed information is derived from Environment Canterbury's Listed Land Use Register and is made available to you under the Local Government Official Information and Meetings Act 1987.

The information contained in this report reflects the current records held by Environment Canterbury regarding the activities undertaken on the site, its possible contamination and based on that information, the categorisation of the site. Environment Canterbury has not verified the

ANNEXURE G – CIVIL DESIGN PLANS

SCALE 1:500 (A1) IN METERS
0 10 20 30 40 50m


ENGO
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 engo@engonz.co.nz
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FIGURE & GROUND

TERRACE VIEW - STAGE 3
 CARTERS TERRACE, TINWALD, ASHBURTON

SITE PLAN



NO.	REVISION
1	15.05.2023 COORDINATION
DATE	15.05.2023
DESIGNED BY	
CHECKED BY	
DATE	15.05.2023
PROJECT NO.	22623.1
SCALE	1:1

Contractor shall verify all dimensions before commencing work. This drawing is for discussion purposes only.

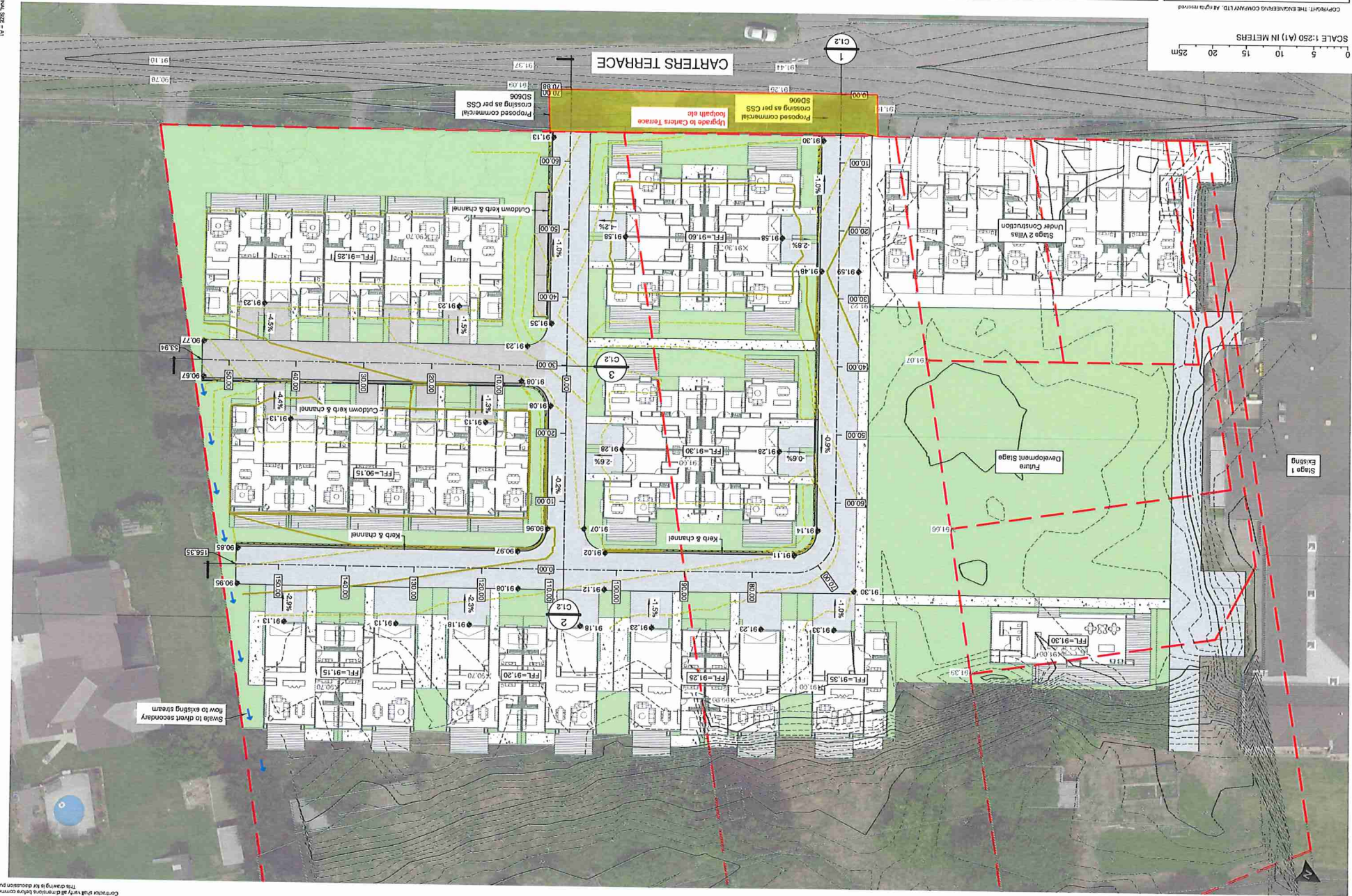
ORIGINAL SIZE - A1

FIGURE & GROUND

TERRACE VIEW - STAGE 3
 CARTERS TERRACE, TINWALD, ASHBURTON

SITE PLAN

NO.	DATE	BY	CHKD
1	16.03.2023	CONFIRMATION	
22623.1 C1.1 1			



Corrected with final drainage layout. This drawing is for discussion purposes only.

FIGURE & GROUND

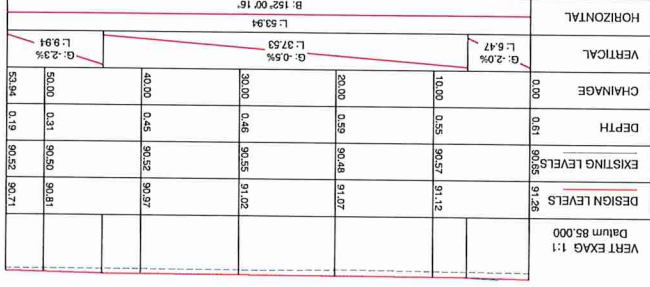
TERRACE VIEW - STAGE 3
 CARTERS TERRACE, TOWNALD, ASHBURTON

PAVEMENT DETAILS

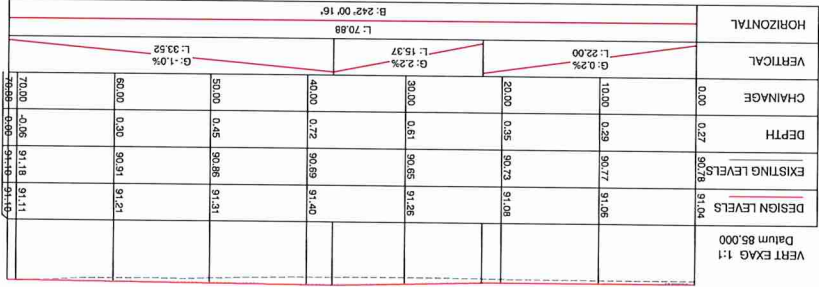
REV	DATE	BY	CHECKED
1	18.05.2023	CONSTRUCTION	

22623.1
 C1.2
 1

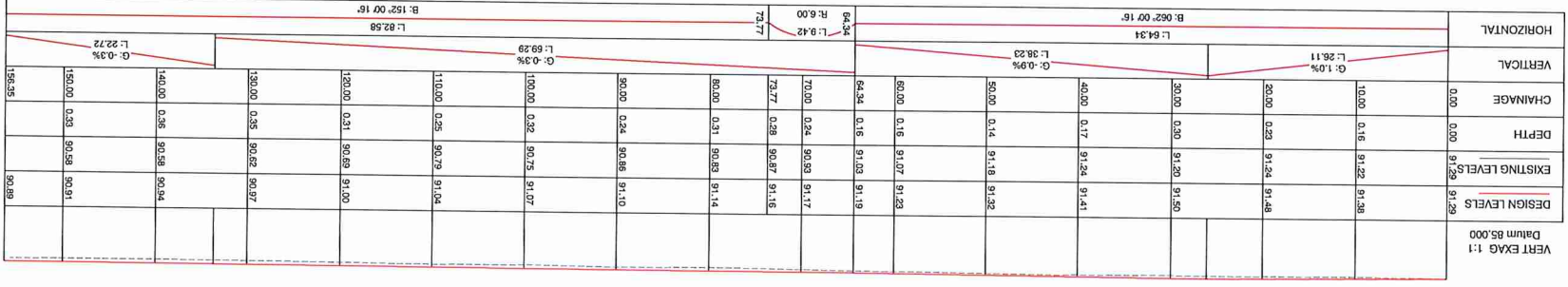
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 1:250
 C1.1



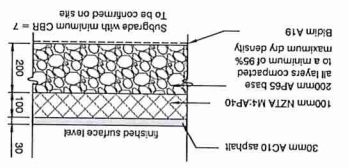
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 1:250
 C1.1



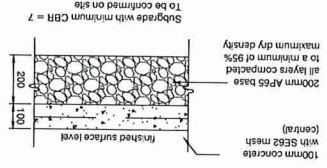
PAVEMENT LONG SECTIONS 1
 1:250
 C1.1



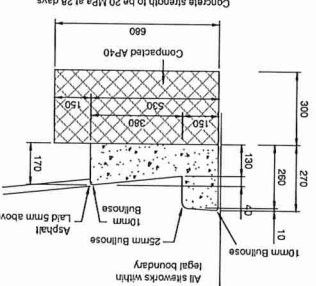
ASPHALT PAVEMENT SECTION B
 1:10
 C1.1



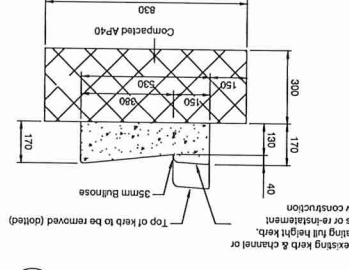
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 C1.1



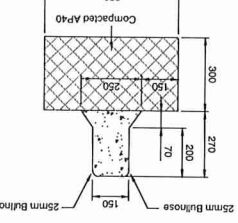
TYPICAL KERB AND CHANNEL (K&C) C
 1:10
 C1.1



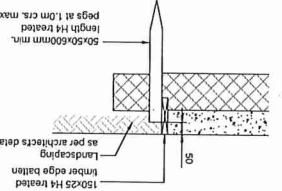
CUTDOWN KERB AND CHANNEL (CD) D
 1:10
 C1.1



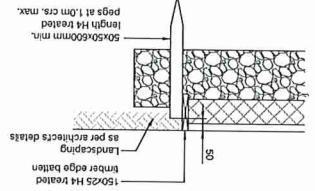
TYPICAL NIB KERB (NK) E
 1:10
 C1.1



FOOTPATH (F) CONCRETE F
 1:10
 C1.1



TIMBER EDGE AT FOOTPATH (F) ASPHALT G
 1:10
 C1.1



Contractor shall verify all dimensions before commencing work. This drawing is for discussion purposes only.

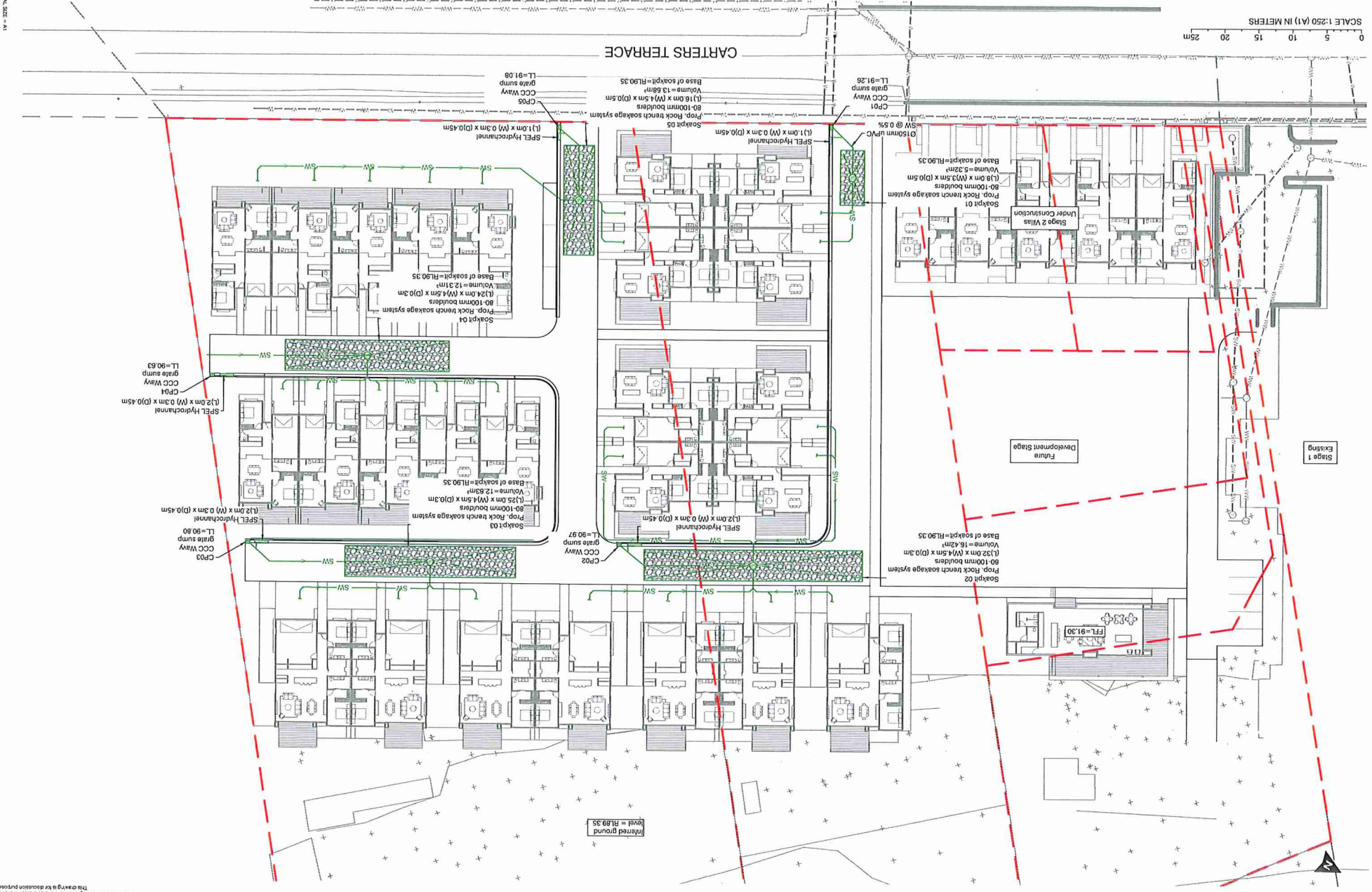
FIGURE & GROUND

TERRACE VIEW - STAGE 3
 CARTERS TERRACE, TINWALD, ASHBURTON

STORMWATER PLAN

DATE	16.05.2023
REVISED BY	
DESIGNED BY	
CHECKED BY	
PROJECT NO.	22623.1
SCALE	C2.0
FIGURE NO.	1

SCALE 1:250 (A1) IN METERS
 0 5 10 15 20 25m



Contractor shall verify all dimensions before commencing work. This drawing is for discussion purposes only.

ORIGINAL SIZE - A1

FIGURE & GROUND

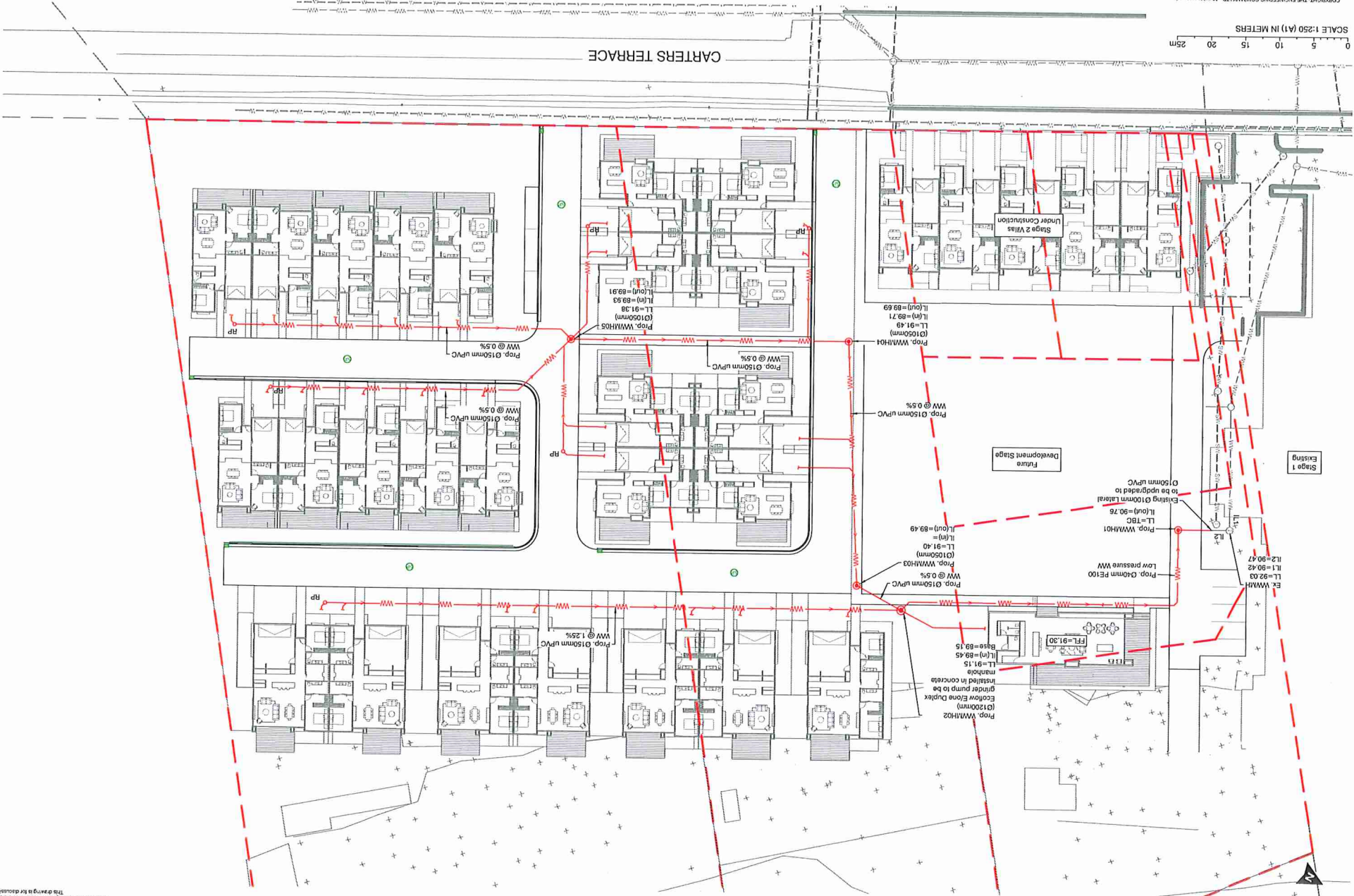
TERRACE VIEW - STAGE 3
 CARTERS TERRACE, TIMWALD, ASHBURTON

WASTEWATER PLAN

No. 22623.1
 Rev. C2.1
 1

NO.	REVISION	DATE
1	CONSTRUCTION	16.05.2023

SCALE 1:250 (A1) IN METERS
 0 5 10 15 20 25m



Contractor shall verify all dimensions before commencing work. This drawing is for discussion purposes only.

ORIGINAL SIZE = A1

ANNEXURE H – FLOOD HAZARD ASSESSMENT

16 May 2023

Simon Johnson
Figure and Ground
Level 1
4 Walker Street
Christchurch

75 Church Street
PO Box 950
Timaru 7940
P: 03 687 7800
F: 03 687 7808
E: ec@environment.govt.nz
Customer Services
P: 0800 324 636
www.ecan.govt.nz

Dear Simon

**Flood Hazard Assessment – Proposed New Non-Habitable Building
Carters Terrace, Tinwald,
Lot 5 DP 39303, Valuation No: 24611 029 10**

This property is located on the northeast side of Carters Terrace. The property is traversed by the approximately 2 m high terrace for which the road gets its name and below that is the active floodplain of the Ashburton River. You propose to add a non-habitable communal building on the top of the terrace (refer attached plan).

River flood modelling carried out by Environment Canterbury in 2002 indicates some very minor overtopping of parts of Carters Terrace could occur in the 200-year Average Recurrence Interval (ARI) flood. In the 500-year ARI flood event, shallow overtopping of the terrace is more likely. The parts of the property below the terrace may be affected by deep flooding in those events.

Note: Average Recurrence Interval (ARI) represents the average time period between floods of a certain size.

As defined by the District Plan, the minimum floor height required for new buildings by the Ashburton District Council is 150 mm above the expected 200-year ARI flood level. In a flood of that size, it appears possible minor overlapping of the terrace could occur but depths would be minor only.

A finished floor height for the new building that is at least 300 mm above existing ground level at the proposed site should be adequate to meet the District Council standard. This floor height allows for up to 150 mm of flooding and the 150 mm freeboard required by Ashburton District Council.

Overall, the flood risk to the property and proposed site can be described as “low”.

The top of Carters Terrace is mapped as an asset in the 2013 Flood Protection and Drainage Bylaw (refer attached aerial photograph). The purpose of the Bylaw is to manage, regulate and protect assets that are critical to Environment Canterbury’s flood protection scheme. Works within or adjacent to bylaw assets may require written authority from Environment Canterbury. This is a written authority process that is free of charge not a resource consent process. To read more please visit the Environment Canterbury website: www.ecan.govt.nz or to apply for authority go here: <https://www.ecan.govt.nz/your-region/your-environment/river-and-drainage/flood-protection-and-drainage-bylaw/>

Key Ref: 23087
Contact: Chris Fauth

When using the flood information provided in this letter it is important the following points are understood:

- The information provided is the best information Environment Canterbury has at this time. The District Council or local residents may have further information about flooding at the property.
- Environment Canterbury's understanding of flooding at the property may change in the future as further investigations are carried out and new information becomes available.
- It is assumed that flood protection works will be maintained to at least their current standard in the future.
- Flooding can occur in smaller floods if stopbanks are breached at lower than design flows. A breach can occur through lateral or internal erosion of the stopbank. The location of a stopbank breach or overtopping may affect flood depths at the property.
- Flood flow paths and depths can be affected by changes on the floodplain such as:
 - Altering swales, roads or irrigation features
 - Property development including buildings, fencing and hedges
 - Blockages in culverts, drains and bridges
 - Seasonal vegetation growth
 - Antecedent soil moisture conditions

The prediction of flood depths requires many assumptions and is not an exact science.

I hope this information is of assistance. Please do not hesitate to contact me if you require any clarification.

Yours sincerely



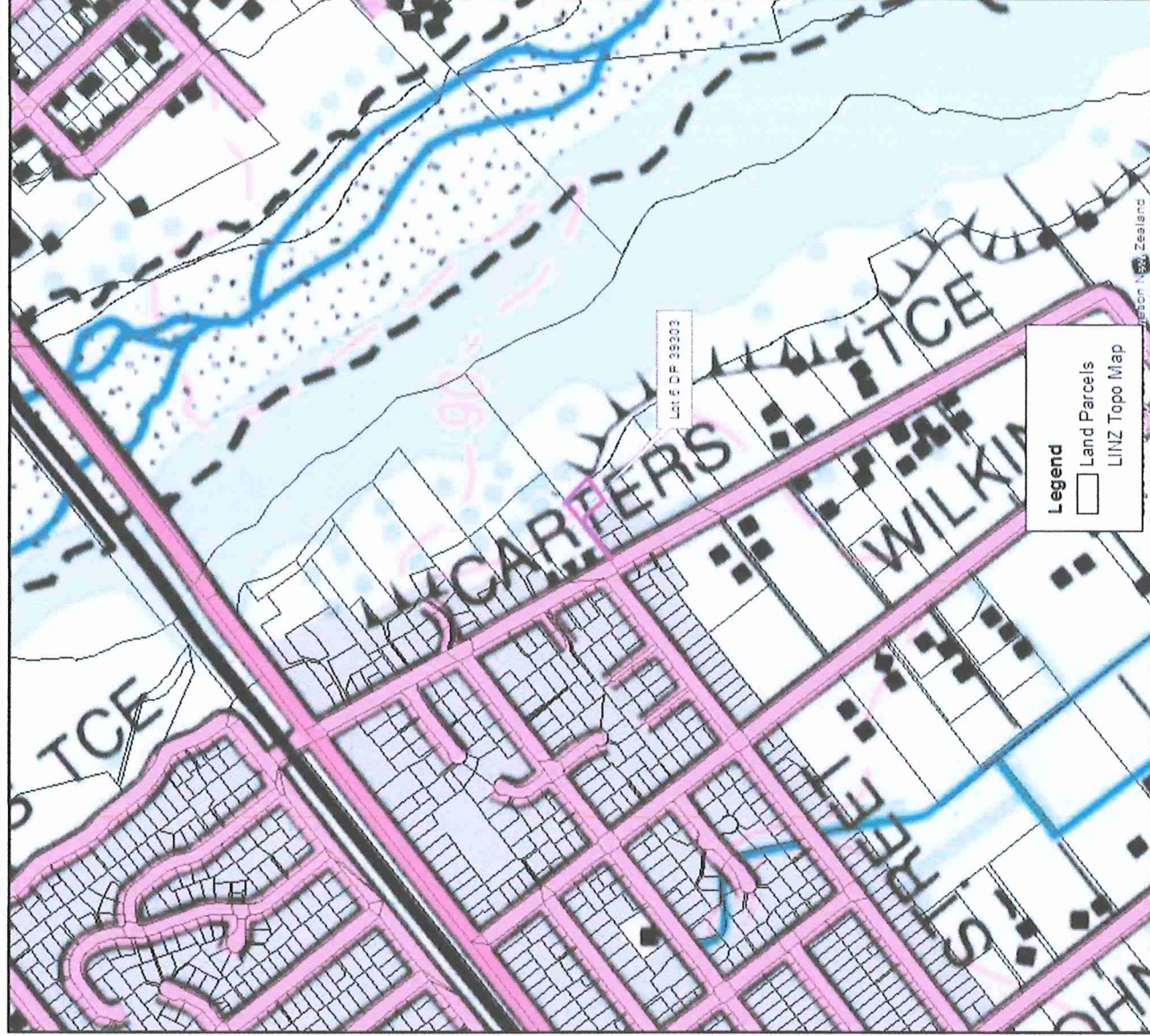
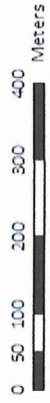
Chris Fauth
Senior Scientist (Natural Hazards)

cc: Chief Building Inspector
Ashburton District Council

Attachment:

- Topographic map showing location of property
- Aerial photograph of the property
- Site Plan provided by the applicant
- Aerial photograph showing bylaw asset line

Carters Terrace, Tinwald



Carters Terrace, Tinwald

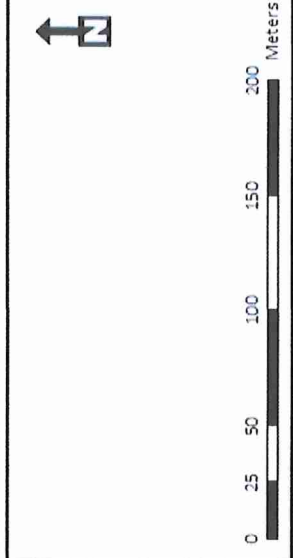


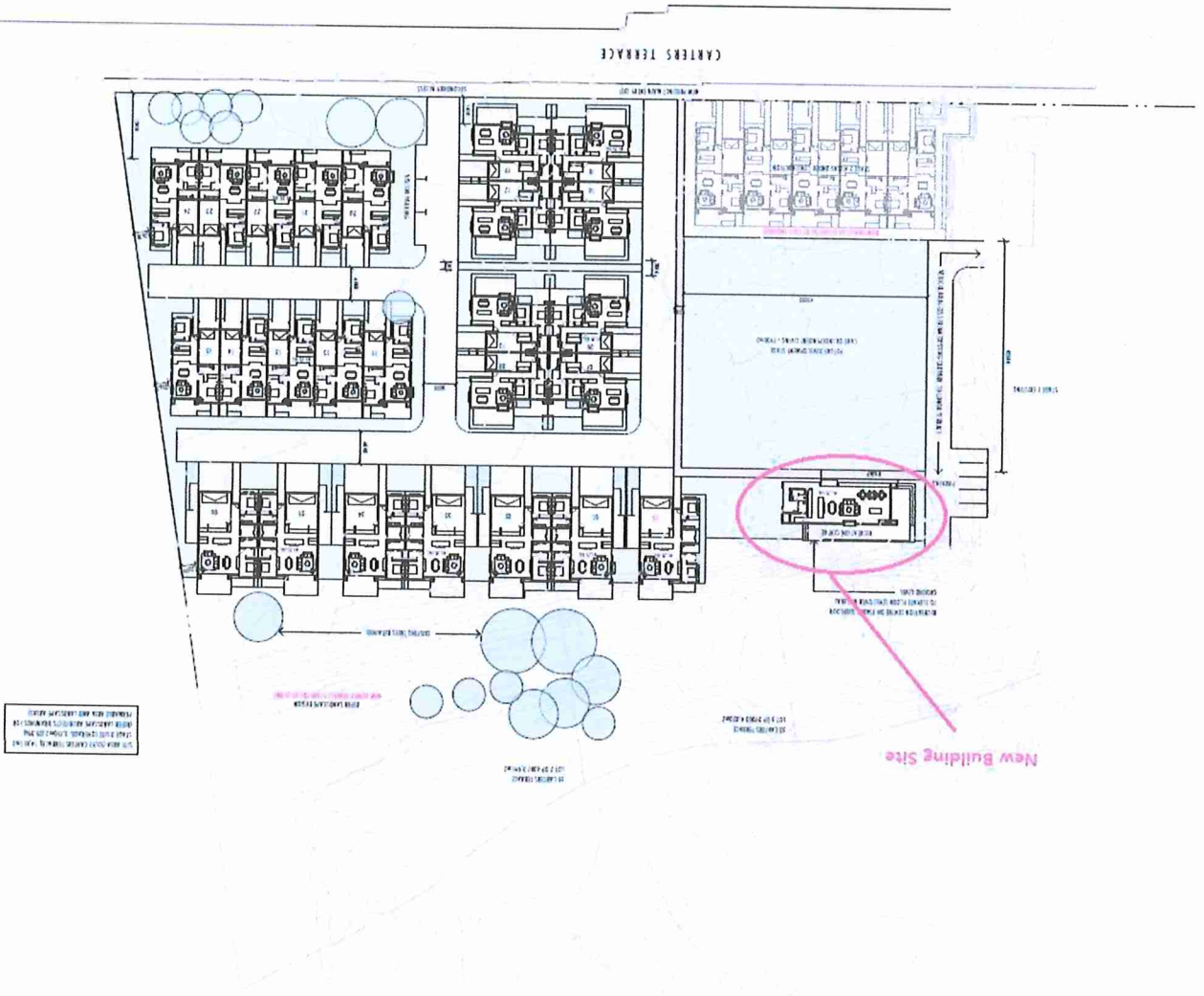
Figure 3 Ground
 Level 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11
 Drawing Date: 06/11
 Drawing No: 03
 Drawing Title: SK 03

STAGE 3 SITE PLAN
 TERRACE VIEW - STAGE 3
 Drawing Sheet: SK 03
 Date: 06/11
 File: 03
 Revision: 01
 Drawn: 01
 Checked: 01
 Approved: 01

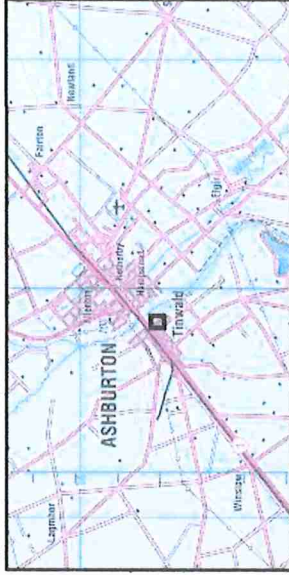
FIGURE 3 & GROUND



Preliminary Issue
 This drawing is a preliminary issue and is not for construction. It is subject to change without notice. It is not to be used for any other purpose without the written consent of the architect.



Carters Terrace, Tinwald - Bylaw Asset Line



Legend

- Land Parcels
- Roads
- ENGINEERING Flood Protection Bylaw Asset Lines

ANNEXURE I – LANDSCAPE DESIGN



SCALE:	1:500 @ A2
DATE:	22 MAY 2023
PAGE:	1 OF 5
REVISION:	4
DRAWN BY:	E. WALDEN

LANDSCAPE PLAN FOR CONSENT
TERRACE VIEW RETIREMENT VILLAGE, ASHBURTON - MASTERPLAN

NOTE
THIS PLAN IS AT A CONCEPTUAL LEVEL.
SUBJECT TO FURTHER DESIGN DEVELOPMENT.
IT IS NOT TO BE SCALED OFF OR USED FOR
ANY CONSTRUCTION PURPOSES.

CARTERS TERRACE

- LEGEND
- REFORM TREES
 - EXISTING TREES TO REMAIN
 - CONCRETE
 - ASPHALT DRIVEWAY
 - COLOURED CONCRETE WITH DECORATIVE CURS
 - TRACE EXPANSION
 - THICKER DECK
 - LAWN
 - GRAVE MATCH
 - BRUSH PLANTING
 - WOOD PLANTING
 - SPREAD GARDEN BED

NOTE
REFER TO THE CIVIL PLANS FOR LEVELS



NOTE
THIS PLAN IS AT A CONCEPTUAL LEVEL.
IT IS NOT TO BE SCALED OFF OR USED FOR
ANY CONSTRUCTION PURPOSES.

LANDSCAPE PLAN FOR CONSENT TERRACE VIEW RETIREMENT VILLAGE, ASHBURTON - STAGE 3

SCALE:	1:200 @ A3
DATE:	22 MAY 2023
PAGE:	2 OF 5
REVISION:	4
DRAWN BY:	E WALDEN



NOTE
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 ANY CONSTRUCTION PURPOSES.
 SUBJECT TO FURTHER DESIGN DEVELOPMENT.

LANDSCAPE PLAN FOR CONSENT
TERRACE VIEW RETIREMENT VILLAGE, ASHBURTON - STAGE 3

SCALE:	1:200 @ A2
DATE:	22 MAY 2023
PAGE:	3 OF 5
REVISION:	4
DRAWN BY:	E. WALDEN



NOTE
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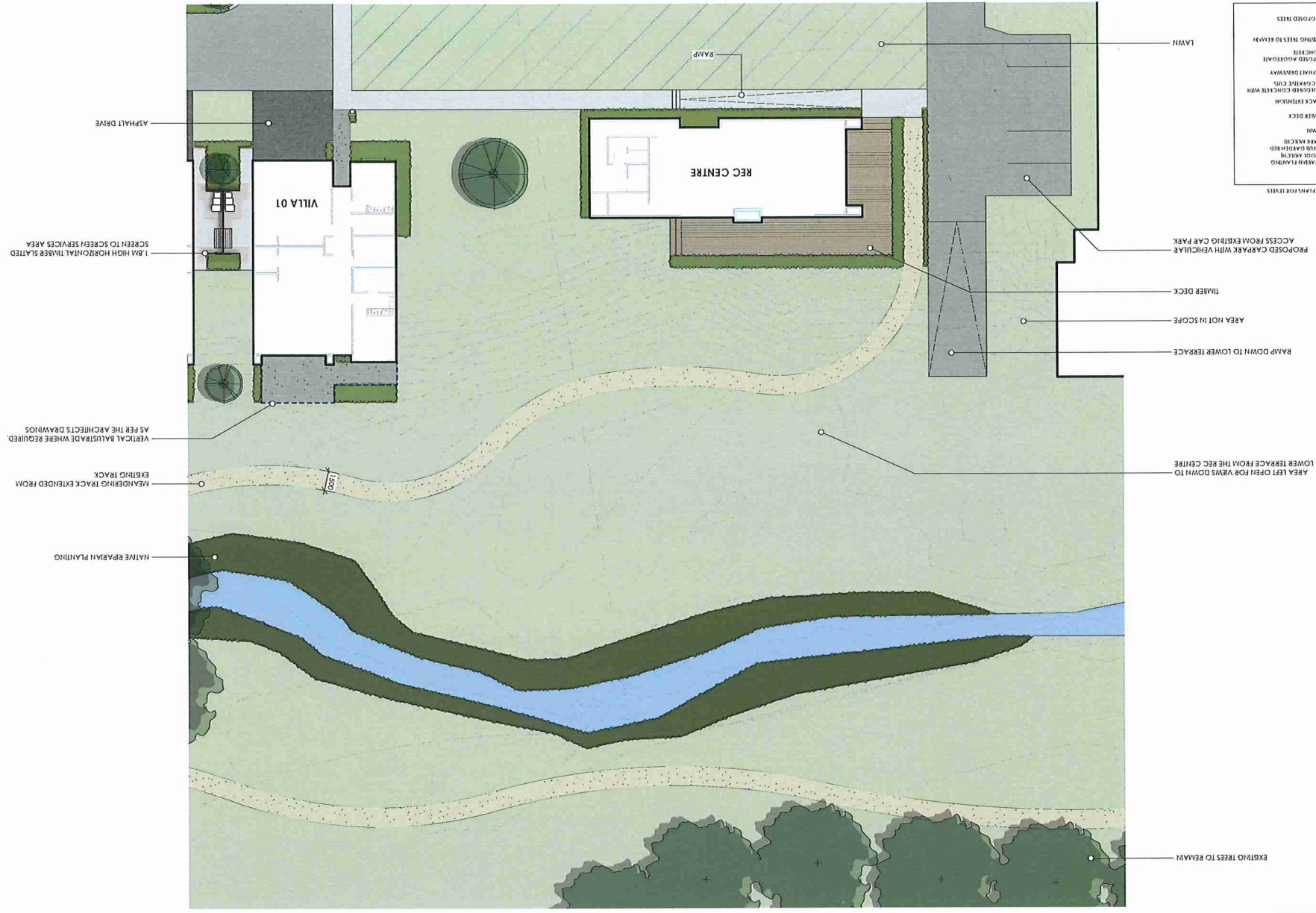
LANDSCAPE PLAN FOR CONSENT
 TERRACE VIEW RETIREMENT VILLAGE, ASHBURTON - STAGE 3

SCALE:	1:500 @ A2
DATE:	22 MAY 2023
PAGE:	4 OF 5
REVISION:	4
DRAWN BY:	E WALDEN



LEGEND
 REFERENCE TO THE CAR PARKS FOR LEVELS

	EXISTING TREES
	TREES TO REMAIN
	LAWN
	GRAVEL PAVING
	CONCRETE
	ASPHALT DRIVEWAY
	COLOR CONCRETE
	TIMBER DECK
	TIMBER DECK WITH RAINWATER CHAIN
	RAINWATER CHAIN
	GRASS
	SHRUB PLANTING
	TREE PLANTING



NOTE
 THIS PLAN IS AT A CONCEPTUAL LEVEL.
 IT IS NOT TO BE SCALED OFF OR USED FOR
 ANY CONSTRUCTION PURPOSES.

MATERIAL AND PLANT PALETTE - FOR CONCEPT
 TERRACE VIEW RETIREMENT VILLAGE, ASHBURTON - STAGE 3

SCALE:	NTB # A2
DATE:	22 MAY 2023
PAGE:	5 OF 5
REVISION:	4
DRAWN BY:	E WALDEN



MATERIAL PALETTE



TREE SPECIES



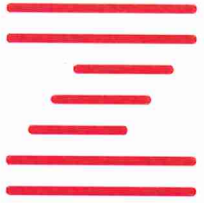
SHRUB & GROUNDCOVER SPECIES



RIPARIAN PLANT SPECIES



ANNEXURE J – TRAFFIC IMPACT ASSESSMENT



novo group

Planning. Traffic. Development.

**Integrated Transport Assessment
Prepared for**

REUBEN ENNOR

**53-55 Carters Terrace
Ashburton**

May 2023



**Integrated Transport Assessment
Prepared for**

Reuben Ennor

53-55 Carters Terrace
Ashburton

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Document Date:	19/05/2023
Document Version/Status:	V2.0 FINAL
Project Reference:	206038
Project Manager:	Wayne Gallot, Senior Transport Engineer
Prepared by:	Wayne Gallot, Senior Transport Engineer
Reviewed by	Simon de Verteuil, Senior Transport Engineer

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Summary	9
Conclusion	10

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Appendices

Appendix 1	Application Plans
Appendix 2	Vehicle Tracking Diagrams
Appendix 3	Transport Compliance Assessment



Introduction

1. Reuben Ennor has commissioned Novo Group to prepare an Integrated Transport Assessment (ITA) for the proposed Stage 3 expansion of the existing Terrace View Retirement Home complex at 53-55 Carters Terrace, Ashburton.
2. This report provides an assessment of the transport aspects of the proposed development. It also describes the transport environment in the vicinity of the site, describes the transport related components of the proposal and identifies compliance issues with the transport provisions in the Ashburton District Plan. It has been prepared broadly in accordance with the Integrated Transportation Assessment Guidelines specified in New Zealand Transport Agency Research report 422, November 2010.
3. The proposal involves the construction of 25 two-bedroom retirement villas and a 150m² GFA recreation centre building on the application site. Each of the Villas has internal-access garaging for at least one vehicle with space to accommodate an additional vehicle on the driveway. Seven of the Villas have a double garage, with space to park two additional vehicles on the driveway. Eight additional visitor parking spaces are proposed – three spaces within the main Stage 3 development area, and five spaces associated with the proposed recreation centre that are accessed via the existing Stage 1 site.
4. Vehicle access to the main Stage 3 development area is proposed via two two-way accesses on Carters Terrace located approximately 55m and 95m respectively east of Grove Street. The main internal access and roadway (closest to Grove Street) is 6.2m wide with a 1.5m footpath adjacent. Other internal roadways are 6m wide.
5. The proposed Villas are estimated to generate around 65 vehicle movements per day and 8 vehicle movements per peak hour.
6. The site location is illustrated in Figure 1 and plans illustrating the proposed site layout are provided in Appendix 1.

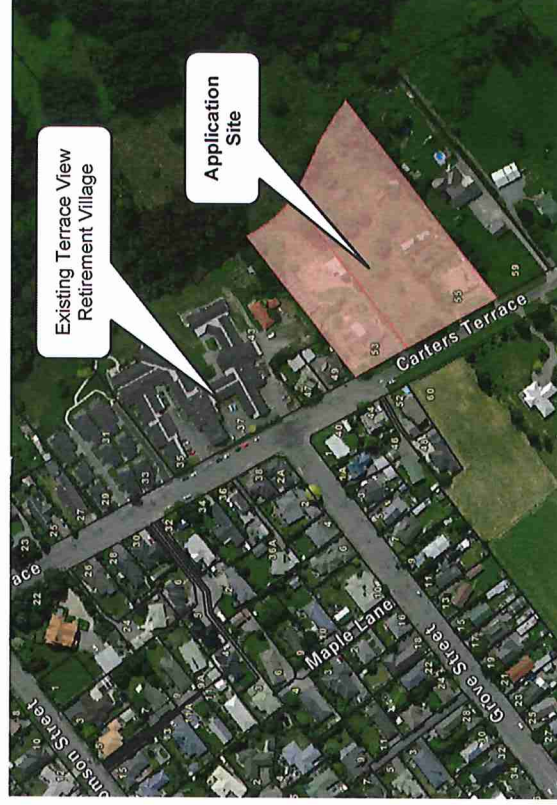


Figure 1: Site Location (Source: Canterbury Maps)



7. The applicant also proposes to upgrade the northeast side of Carters Terrace, to extend the kerb and channel, footpath and associated carriageway widening on that side of the road through to the proposed secondary site access.

Transport Environment

8. Carters Terrace changes from an urban formation to a rural formation at the northwest site boundary. **Table 1** provides a summary of the key characteristics of Carters Terrace in the vicinity of the site, which is also illustrated in **Figure 2** and **Figure 3**.

Table 1: Carters Terrace Characteristics

Key Feature or Characteristic	Site Frontage and Southeast of Site (Rural)		Northwest of Site (Urban)
	Local	Local	Local
Cross-Section Description	5.7m carriageway within 20m road corridor. Single traffic lane in each direction, but no centre line or edge line delineation. Wide, generally flat grass verges on each side. Swale drain on the northeast side.	13.7m carriageway within 20m road corridor. Single 3.5m wide traffic lane in each direction, but no centre line or edge line delineation. 3m wide footpaths both sides, behind kerb and dish channel.	
Traffic Volumes ¹	205 vehicles per day (2% heavy)	650 vehicles per day (4% heavy)	
Speed ² .	60 km/h posted speed limit. 60 km/h mean operating speed.	50 km/h posted speed limit. 39 km/h mean operating speed.	
Cycling Infrastructure	On road. No separate / dedicated cycling facilities.	On road. No separate / dedicated cycling facilities.	
Pedestrian Infrastructure	On grass verge / shoulder. No footpaths.	3m wide footpaths both sides of the road.	
Public Transport	No public transport services.	No public transport services.	

¹ Mobile Road online application estimates (Dec 2021)

² Mean operating speeds obtained from Waka Kotahi NZ Transport Agency 'Mega Maps' Road to Zero Edition 1 (authorised access only)

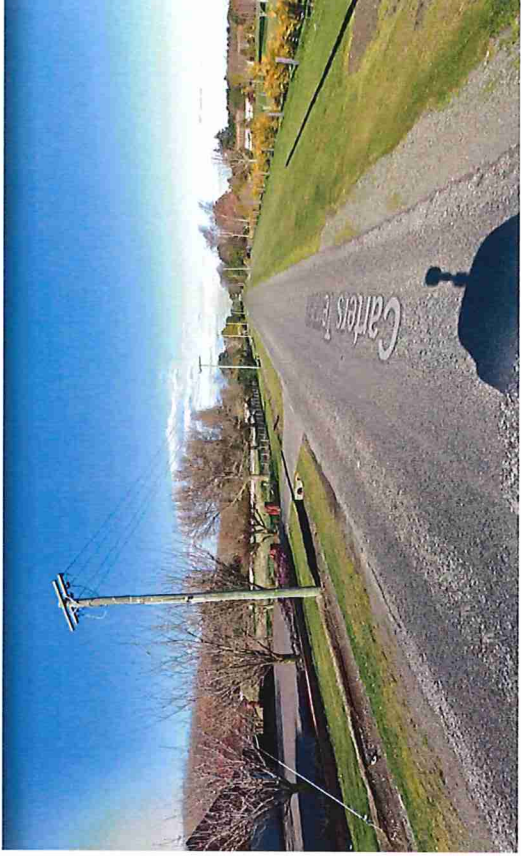


Figure 2: Carters Terrace - View Looking Southeast (Source: Google Street View, Aug 2019)

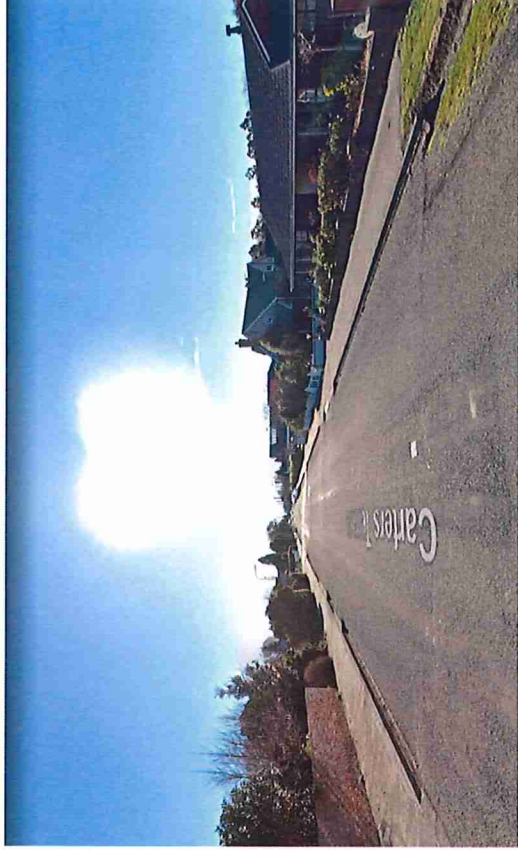


Figure 3: Carters Terrace - View Looking Northwest (Source: Google Street View, Aug 2019)

9. A search of the Waka Kotahi NZ Transport Agency Crash Analysis System (CAS) database for the full 5-year period 2018-2022 (and including available data for January – April 2023) revealed two reported crashes on Carters Terrace. Both of the reported crashes were single vehicle loss of control type crashes at the bend located approximately 670m southeast of the application site. One of the crashes resulted in serious injury, the other did not result in injury. Alcohol and excessive speed were noted as contributing factors in both crashes. The CAS search area and location of identified crashes are illustrated in **Figure 4**.



10. The reported crash data does not indicate any existing safety issues or inherent road design deficiencies in the immediate vicinity of the application site. Any existing safety issues at the bend southeast of the application site are unlikely to be exacerbated by this proposal.

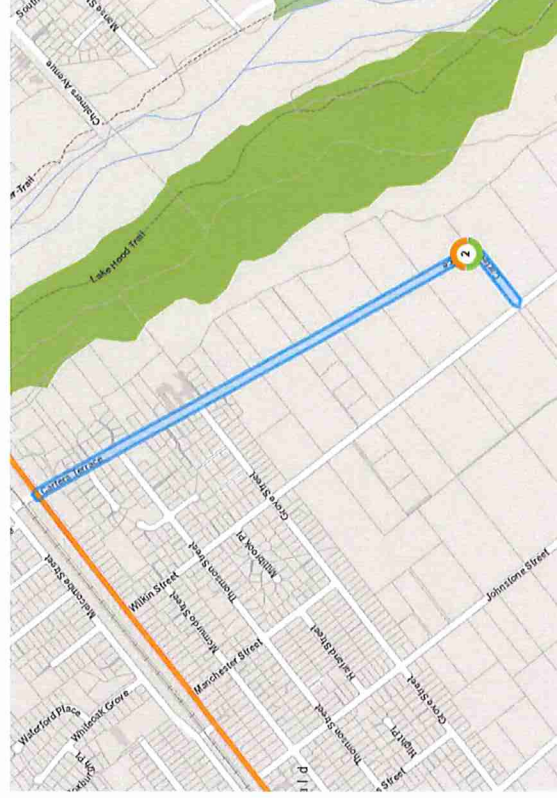


Figure 4: Reported Crashes 2018 – 2022 incl. available data for Jan-Mar 2023 (Source: CAS, Waka Kotahi)

The Proposal

11. The proposal involves the construction of 25 two-bedroom retirement villas and a 150m² GFA communal recreation centre building on the application site.
12. Villas 1-7 are each provided with a double internal-access garage, whereas Villas 8-25 are each provided with a single internal-access garage. The garages are all set back approximately 5.4m from the internal roadways, therefore providing the ability to accommodate additional resident and/or visitor parking.
13. There are three parallel visitor parking spaces on the internal roadway that connects with the proposed secondary access, plus five 90-degree parking spaces provided near the proposed recreation centre building.
14. Vehicle access to / from the main Stage 3 development site is proposed in two locations on Carters Terrace. The main site access, located approximately 55m southeast of Grove Street, provides a 6.2m formed width with a 1.5m wide footpath along the northwest side of the access. The secondary access, located approximately 95m southeast of Grove Street, provides a 6.0m formed width. All other internal roadways also have a 6.0m formed width.



15. Access to the five recreation centre car parks is proposed via a 4.5m wide access that connects through the existing Stage 1 development. The access continues past the five recreation centre car parks and ramps down to provide service / maintenance access to the area below.
16. The site layout is illustrated in Figure 5. Copies of the application site plan and master plan are provided in Appendix 1.



Figure 5: Site Layout (Source: Figure & Ground Stage 3 Site Plan)

Traffic Generation

17. Waka Kotahi NZ Transport Agency Research Report 453: Trips and Parking Related to Land Use (RR453, November 2011) provides trip rates for a variety of activities. For Residential – Retirement Units, RR453 indicates 85th percentile trip rates per unit of 2.6 vehicle movements per day and 0.3 vehicle movements per peak hour. On that basis, the 25 proposed villas are estimated to generate around 65 vehicle movements per day and 8 vehicle movements per peak hour.
18. The proposed recreation centre is intended to serve the existing and proposed retirement village activity and is therefore not expected to generate regular traffic movements to / from the site.
19. Given the location of the site relative to the surrounding area and road network, it is expected that most vehicle movements associated with the site will be to / from the northwest (i.e. left turn entry and right turn exit manoeuvres).



Proposed Road Upgrades

20. The applicant also proposes to upgrade the northeast side of Carters Terrace, to extend the kerb and channel, footpath and associated carriageway widening on that side of the road through to the proposed secondary site access.
21. The proposed works will result in a sealed carriageway width of around 9m up to, and northwest of, the secondary site access. It is proposed that the existing rural formation (with a 5.7m wide sealed carriageway) remains southeast of the secondary site access.

District Plan Compliance Assessment

22. The site is zoned Residential C and Residential D in the Operative Ashburton District Plan, and the proposal is understood to be a discretionary activity in the zone.
23. An assessment of compliance against the transport rules of the District Plan has been undertaken and is contained in **Appendix 3**. The proposal achieves a very high level of compliance with the transport related District Plan rules. The only identified non-compliance relates to queuing length on the secondary access where 12m is required but only 9m is achieved (Rule 10.8.11).

Assessment of Effects

24. Although the proposal only has one identified non-compliance with the transport related rules and standards of the District Plan, the following assessment will consider broader transport matters relating to parking, access, manoeuvring, traffic generation and road network effects on the basis of the overall discretionary activity status.

Parking

25. While there is no District Plan car parking requirement, each of the proposed villas is provided with at least two parking spaces (one garageable parking space, plus additional parking on the driveway). Villas 1-7 are essentially provided with four parking spaces (a double garage plus space on the driveway for two additional cars).
26. In addition, there are three visitor parking spaces provided on the secondary access and five parking spaces associated with the recreation centre building.
27. RR453 indicates an 85th percentile parking demand for Residential – Retirement Units of 1 space per unit. On that basis, it is considered that the on-site parking provision will be more than adequate to fully cater for the expected demand generated by the proposed villas.
28. It is understood that the recreation centre building will operate ancillary to the retirement villas, with most people walking to / from the building. On that basis, it is also considered that the five parking spaces provided in that location will cater for occasional resident or visitor parking demand associated with use of that building.
29. On the above basis, it is considered unlikely that the proposal will result in any increased on-street parking demand on Carters Terrace.



Access

30. The number, location and formed width of the proposed site accesses fully comply with the District Plan rules and standards. A complying queuing length is provided on the main access, however the 9m queuing length on the secondary access is 3m less than the District Plan requirement of 12m. The reduced queuing length is due to the location of the Villa 19 driveway and one of the parallel visitor parking spaces opposite. Vehicles entering the site via the secondary access may potentially be impeded if they encounter another vehicle manoeuvring into or out of the Villa 19 driveway or the visitor parking space.
31. The proposal is estimated to result in very modest site generated traffic volumes, with only 8 vehicle movements expected in the peak hour. Even if all the estimated peak hour traffic movements were to and from the secondary site access, the likelihood that more than one vehicle arrives at the site when another vehicle is manoeuvring into or out of the Villa 19 driveway or the visitor parking space is very low. In the unlikely event that this situation does arise, the back of the second entering vehicle may slightly extend out across the site boundary and encroach the footpath slightly. Importantly, the second entering vehicle would completely clear the Carters Terrace traffic lanes.
32. Pedestrian volumes past the secondary site access are expected to remain very low (if any at all), especially noting that the footpath does not extend southeast beyond the secondary access. Therefore, any effects on the safety and / or convenience of passing pedestrians as a result of an entering vehicle having to wait briefly over the footpath are considered to be acceptable and less than minor.

Manoeuvring

33. Aside from queuing length on the secondary access, the design of all on-site parking and access areas fully complies with District Plan standards.
34. On-site tracking and manoeuvring have been checked using Autoturn Online software, with a B85 design vehicle as defined in AS/NZS2890.1. It should be noted that the B85 vehicle is longer than the District Plan 90 percentile car (4.91m vs 4.77m) and only 1cm narrower (1.87m vs 1.88m). It is therefore considered that use of the B85 design vehicle satisfies the intent of District Plan standard 10.8.6(a). Tracking diagrams are provided in **Appendix 2**.
35. Key points to note from the tracking and manoeuvring analysis are as follows:
 - i. The 6.0-6.2m access widths can accommodate simultaneous two-way flow, including at the site entrances and internal roadway junctions.
 - ii. All villa driveways and garages can be accessed in a single forward manoeuvre from the internal roadways, and vacated using no more than one reverse manoeuvre.
 - iii. Similarly, the 90-degree parking spaces adjacent to the recreation centre building can all be accessed in a single forward manoeuvre from the internal roadways, and vacated using no more than one reverse manoeuvre.
 - iv. The parallel visitor parking spaces on the secondary site access can be accessed and/or vacated using one reverse manoeuvre.
 - v. No vehicles are required to reverse onto or off the site.



36. In addition to checking on-site tracking and manoeuvring for the B85 vehicle, the proposed layout was also checked for the RTS 18 large (11.5m) rigid truck on the basis that this would be the largest service, delivery or emergency services vehicle anticipated on the site. Tracking confirms that while some reverse manoeuvres may be required internally within the site (depending on the activity being undertaken), it is possible for the large rigid truck to enter via the main site access and loop through the site to exit via the secondary site access without having to undertake a reverse manoeuvre.
37. On the above basis, and noting the expected low traffic volumes to, from and within the site, the proposed access and internal road layout is considered to be appropriately designed and fit for purpose.

Traffic Generation and Road Network Effects

38. The proposal is estimated to generate modest traffic volumes of around 65 vehicle movements per day and 8 vehicle movements per peak hour.
39. Given the location of the site relative to the surrounding area and road network, it is expected that most vehicle movements associated with the site will be to / from the northwest (i.e. left turn entry and right turn exit manoeuvres). As such, the proposal is expected result in increases of up to 65 vehicle movements per day and 8 vehicle movements per peak hour on Carters Terrace northwest of the site. While this additional traffic may be noticeable to existing road users and residents along the road, resultant traffic volumes on Carters Terrace will remain well within the geometric capacity of the road and within appropriate levels for its classification and function.
40. A small amount of site generated traffic may use Grove Street and Thomson Street to filter through the local road network southeast of Archibald Street (SH1), however any such movements are likely to be imperceptible to existing road users or residents living along these roads.

Carters Terrace Upgrades

41. The applicant proposes to upgrade the northeast side of Carters Terrace, to extend the kerb and channel, footpath and associated carriageway widening on that side of the road through to the proposed secondary site access.
42. Given the low levels of estimated site generated traffic, and the expectation that most (if not all) site generated traffic will use Carters Terrace northwest of the site, it is not considered necessary to extend the proposed upgrades beyond the secondary site access.
43. Similarly, given the low site-generated traffic estimates and expected distribution along with the low ambient traffic volumes on Carters Terrace (particularly southeast of the application site), it is not considered necessary to upgrade the southwest side of Carters Terrace opposite the application site.
44. Final design of the proposed upgrades and new vehicle crossings will be subject to consultation with Ashburton District Council and separate engineering approval, however it is expected that the resultant carriageway width past the proposed main site access and up to the proposed secondary site access will be at least 9m wide. This width will easily accommodate any on-street parking outside the site while still maintaining two-way vehicle flow past the site as well as turning movements into and out of the site as illustrated in **Figure 6**.

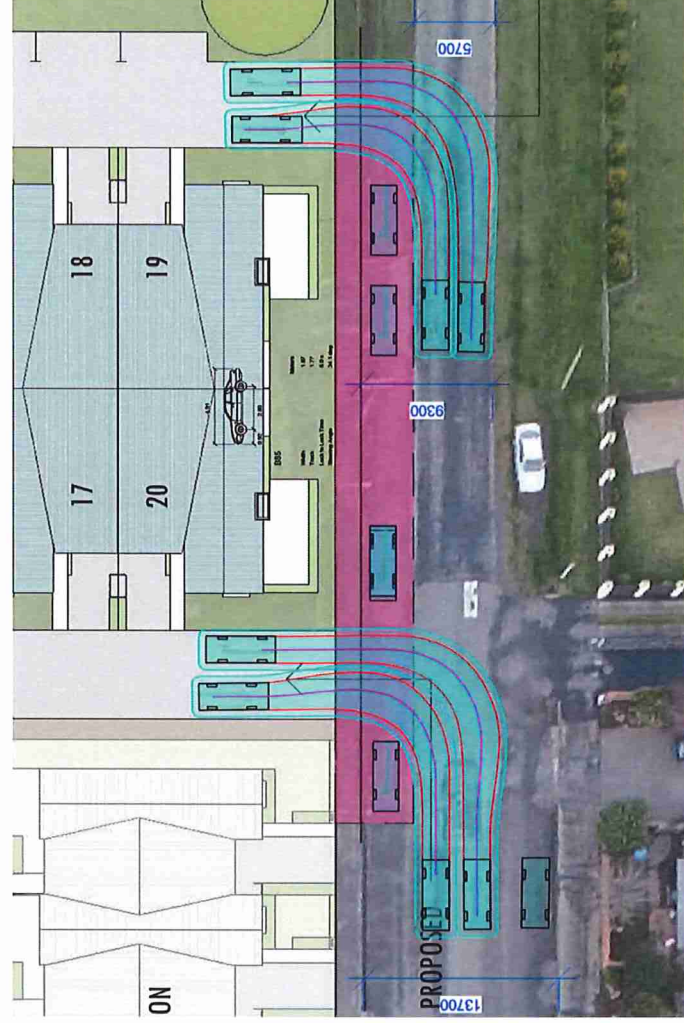


Figure 6: Carters Terrace Upgrade Extent and Site Access Operation (Source: Figure & Ground Masterplan)

Summary and Conclusion

Summary

45. The proposed Stage 3 expansion of the existing Terrace View retirement village comprises 25 two-bedroom villas and a 150m² recreation centre building. Each of the residential villas is provided with an internal access garage, and there is opportunity for additional parking on each of the driveways. Access to the villas is proposed in two locations on Carters Terrace which, along with the connecting internal roadways, provide for two-way vehicle flow throughout the site. Three additional visitors' car parks are provided within the development on the secondary access road.
46. The recreation centre building is complimented by five parking spaces, which are accessed through the existing retirement village site.
47. The proposed development is estimated to generate modest traffic volumes of around 65 vehicle movements per day and 8 vehicle movements per hour during peak periods. This level of traffic generation can comfortably be accommodated on Carters Terrace and the surrounding road network.
48. The proposed development achieves a high degree of compliance with the transport-related rules and standards in the Ashburton District Plan, with only one non-compliance identified in relation to queue space provision on the secondary site access. Given the low traffic volumes involved on both the access itself and on Carters Terrace past the access, as well as low (if any) pedestrian movements past the site access, it is considered that the 9m queue space provision on the secondary access is adequate.



49. In conjunction with the proposed development, the applicant is also intending to upgrade the northeast side of Carters Terrace to extend kerb / channel and footpath from its existing termination adjacent the Stage 3 site boundary through to the proposed secondary site access. Due to the low traffic involved on the site accesses as well as along Carters Terrace, it is considered that the extent of road upgrade is appropriate and it is not necessary to continue the proposed upgrade further southeast beyond the secondary site access nor is it necessary to upgrade the southwest side of Carters Terrace opposite the site. It is acknowledged that final details of the proposed road upgrades will be subject to separate Council review and engineering approval.

Conclusion

50. Overall, the proposal can be supported from a traffic perspective and the effects on the traffic environment can be considered as being **acceptable** and **less than minor**.



Appendix 1

Application Plans



FIGURE & GROUND

TERRACE VIEW - STAGE 3

PROPOSED MASTER PLAN STAGE 3

Drawing Sheet SK 02

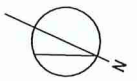
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 File 22.723
 Date 10/05/2023
 Drawn sz
 Revision D

Figure & Ground
 Level 1, 4 Walker Street
 Christchurch Central 8011

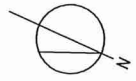
p. 03 SK2 A323
 e. studio@figureandground.co.nz
 w. www.figureandground.co.nz

All measurements to be compared on-site before construction and corrected. The contractor is responsible for ensuring that all dimensions are correct.

Preliminary Issue
 0. NO FINAL COORDINATION



ALL MEASUREMENTS TO BE CONFIRMED ON SITE
 BEFORE CONSTRUCTION. ANY CONFLICTS WITH
 THE EXISTING SITE INFORMATION SHALL BE
 THE RESPONSIBILITY OF THE CLIENT.
 PRELIMINARY ISSUE
 0. NO FINAL COORDINATION



SITE AREA USGS CARTERS TERRACE, 14,117m²
 STAGE 3 SITE COVERED, 9,290m² (65.9%)
 GREEN LANDSCAPE ARCHITECTS DOWNWORDS FOR
 REMAINABLE AREA AND LANDSCAPE AREAS)



FIGURE & GROUND

TERRACE VIEW - STAGE 3

STAGE 3 SITE PLAN

Drawing Sheet
SK 03

Scale 1:500 @A2

File 22.723

Date 10/02/2023

Drawn S4

Revision **D**

Figure & Ground
 Level 1, 4 Mills Street
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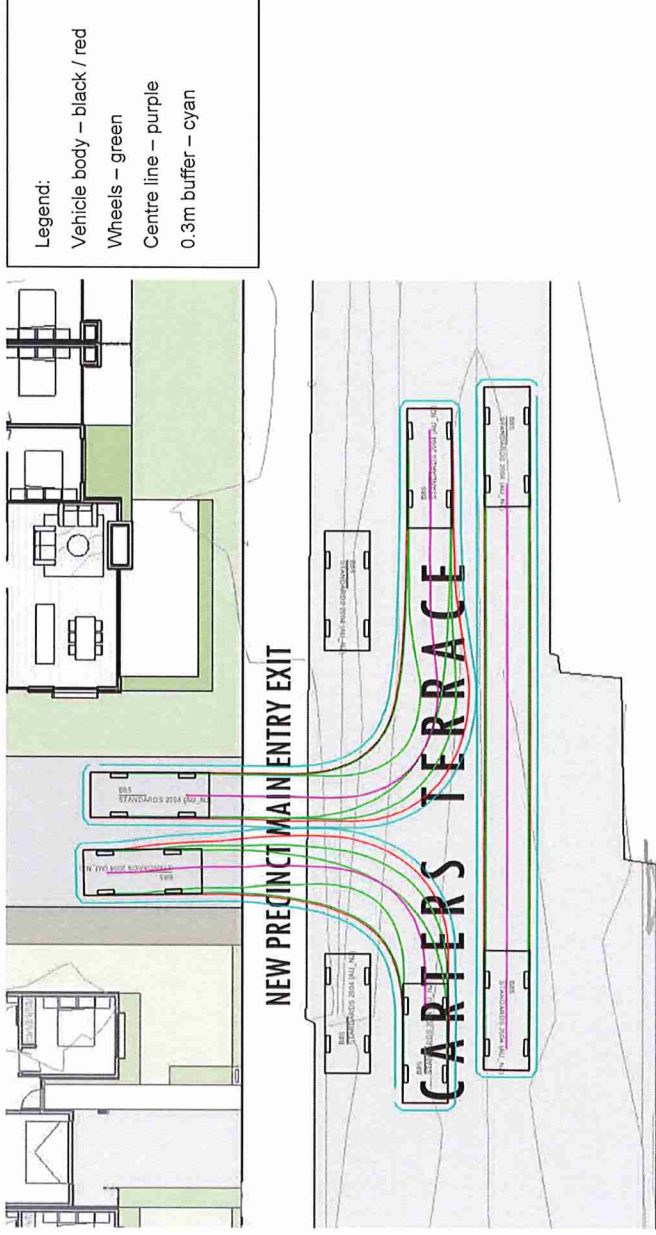


Appendix 2

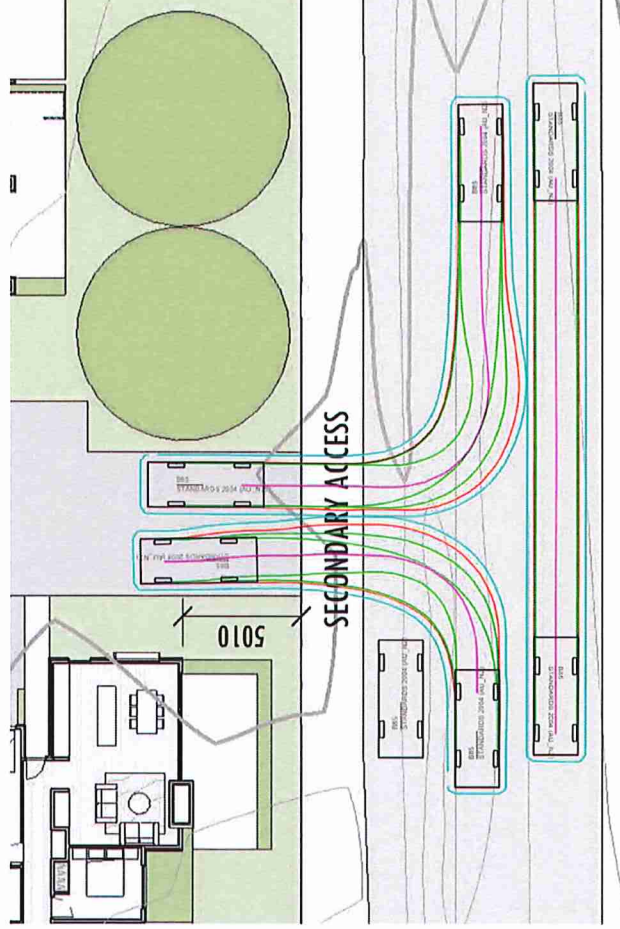
Vehicle Tracking Diagrams



AS/NZS 2890.1 B85 Car – Main Stage 3 site access left turn entry and exit

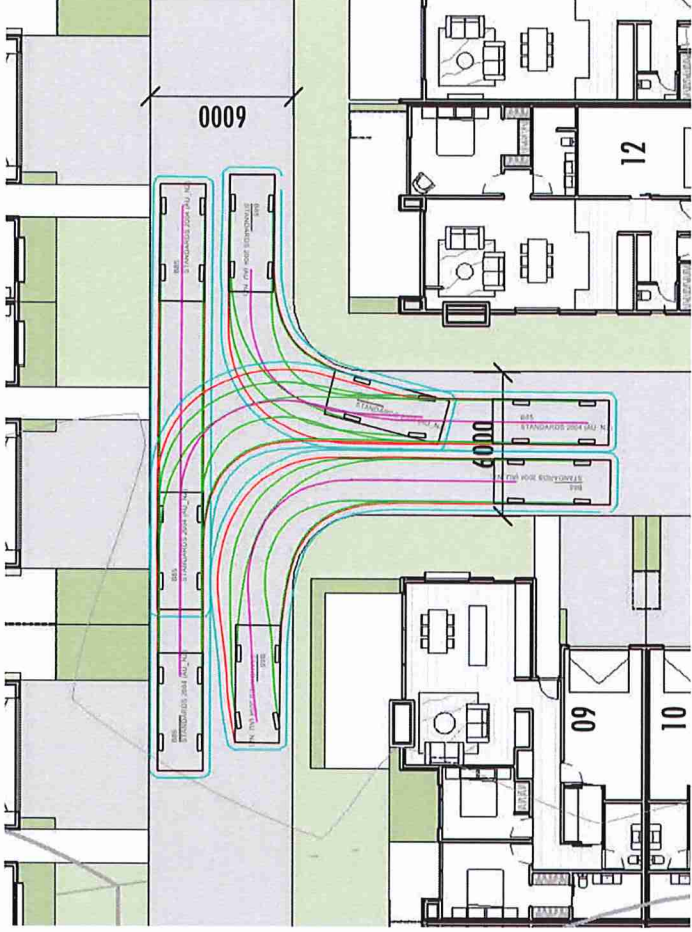


AS/NZS 2890.1 B85 Car – Secondary Stage 3 access left turn entry and exit

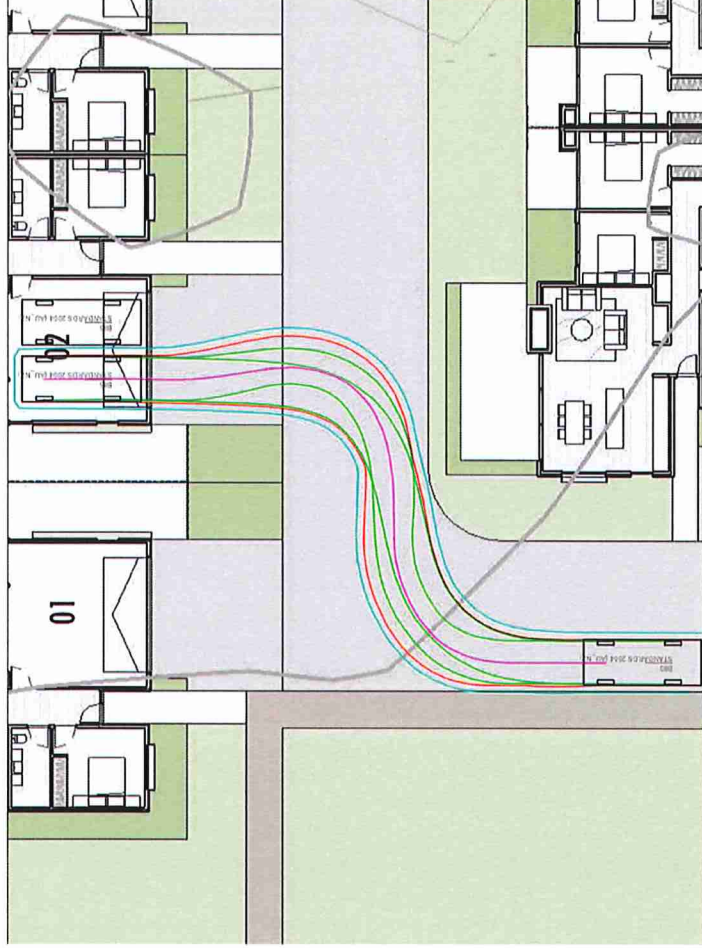




AS/NZS 2890.1 B85 Car – Internal Road 2 / 3 junction turning manoeuvres

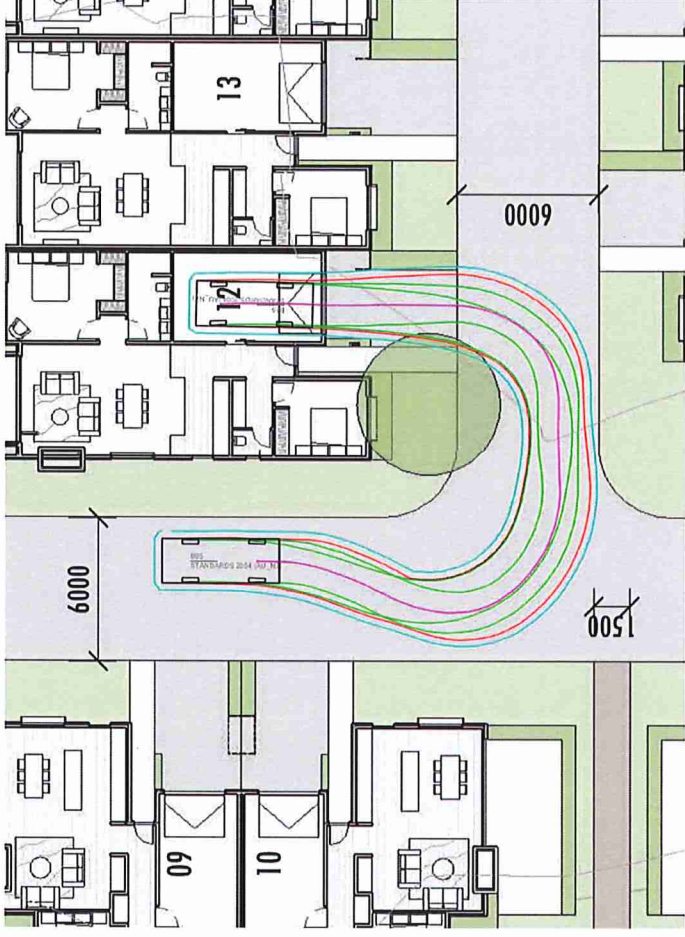


AS/NZS 2890.1 B85 Car – Unit 2 garage entry

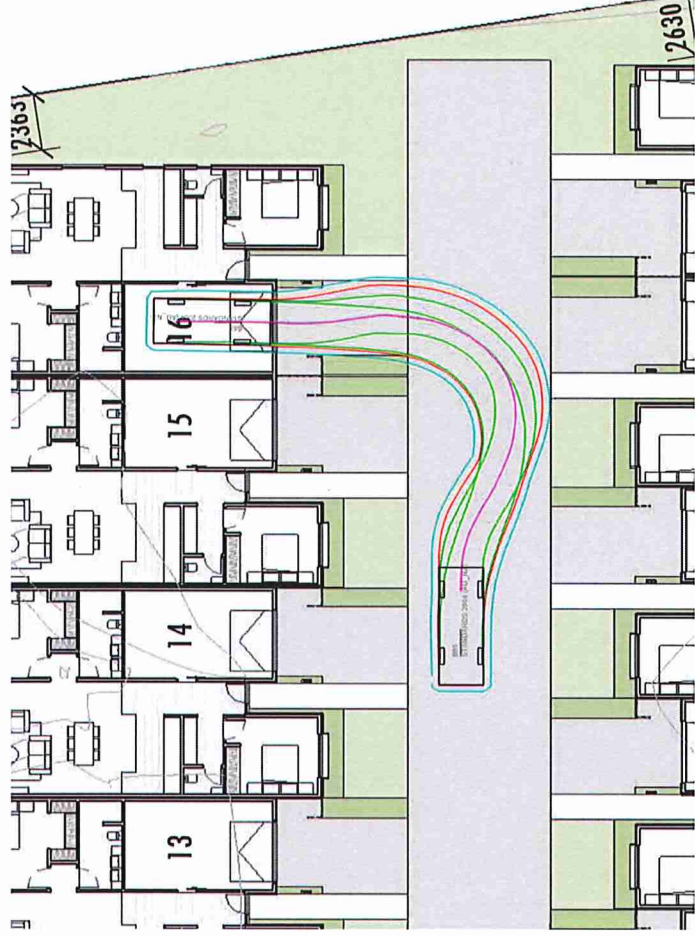




AS/NZS 2890.1 B85 Car – Unit 12 garage entry

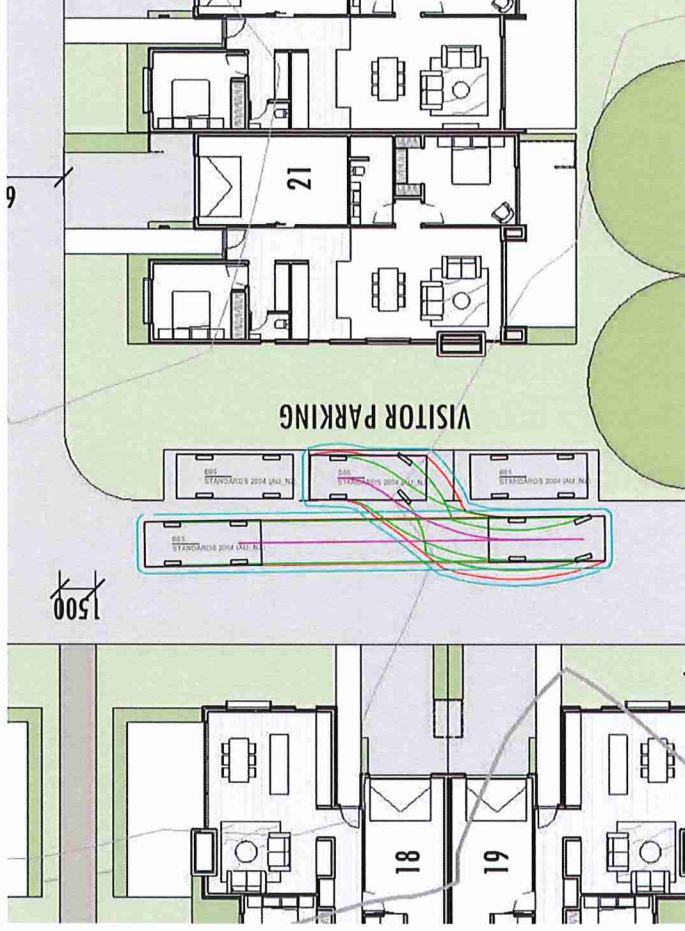


AS/NZS 2890.1 B85 Car – Unit 16 garage entry

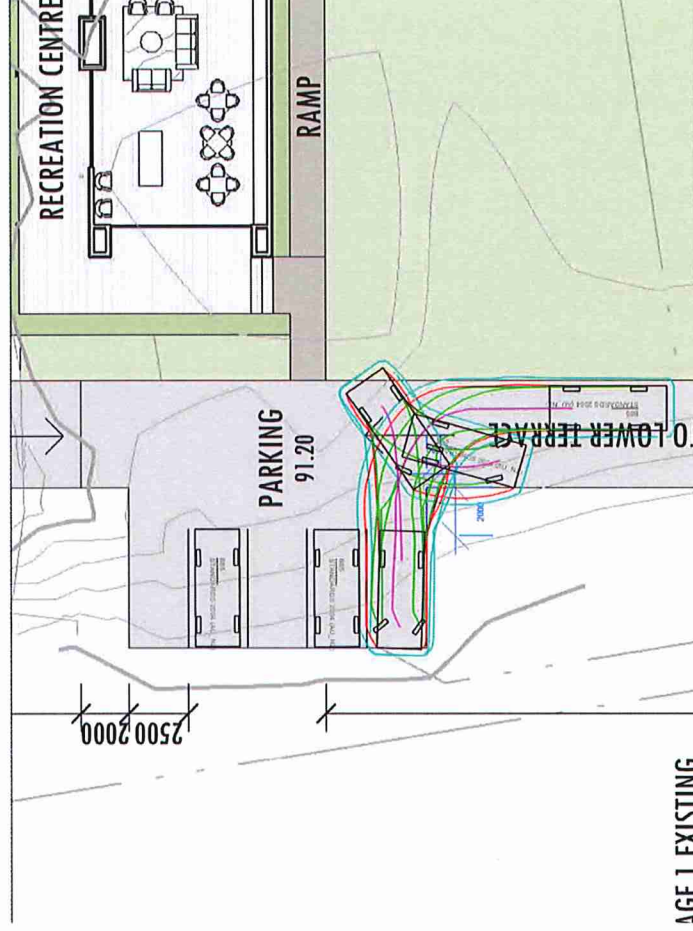




AS/NZS 2890.1 B85 Car – Visitor car park 2 reverse parallel park



AS/NZS 2890.1 B85 Car – Recreation Centre car park 1 entry and exit



Notes:

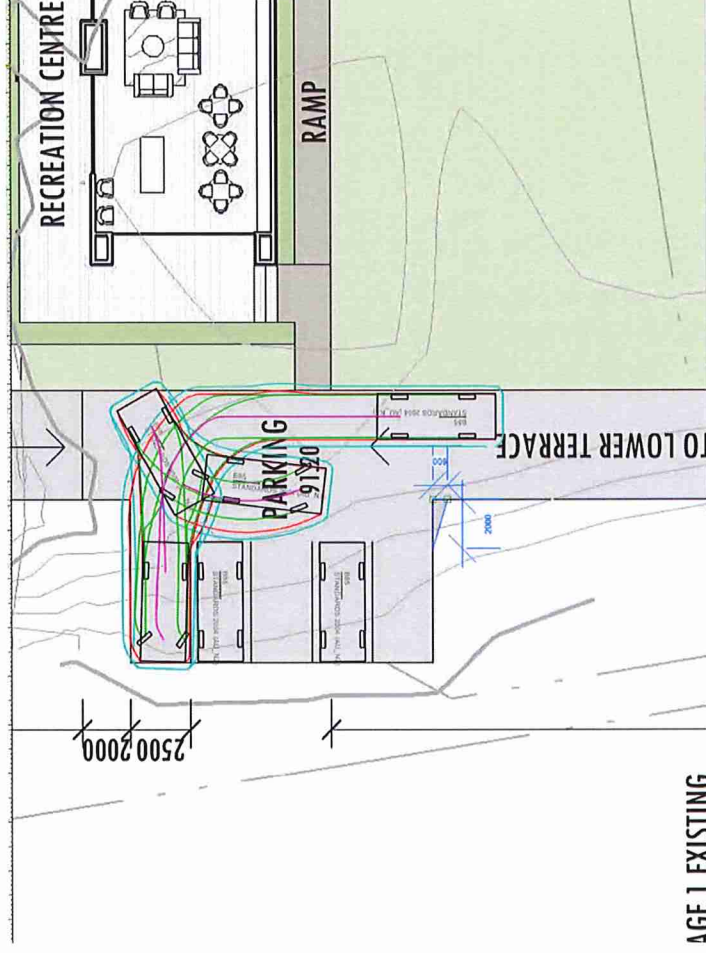
A 2.0m x 0.6m chamfer will be provided on the corner of the access adjacent car park 1.

Wheels track close to edge of access and body of vehicle overhangs / sweeps over edge of access on exit. Whilst not ideal, this still achieves compliance.

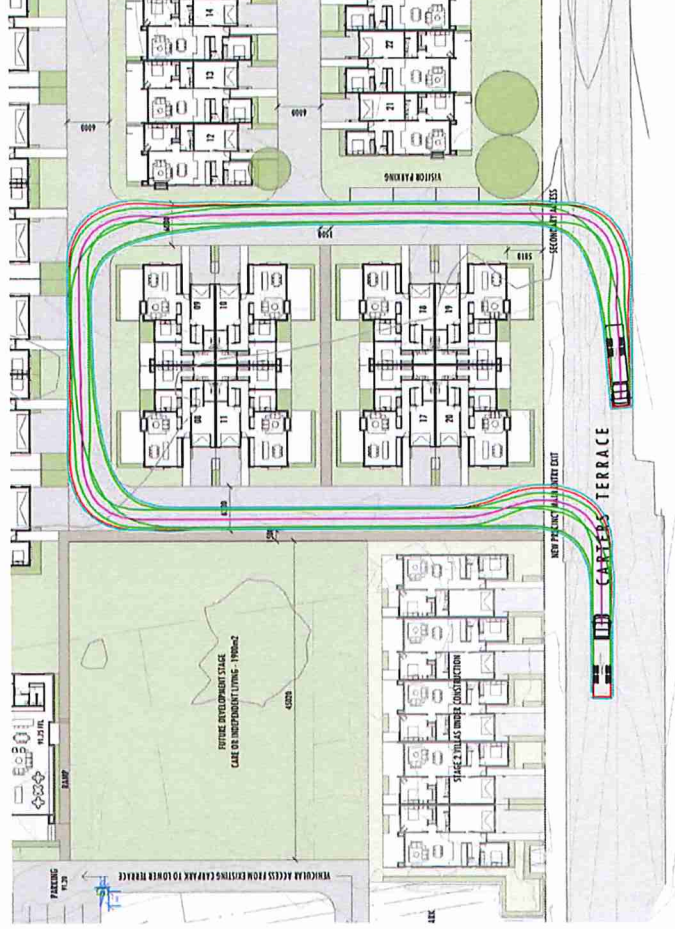
AGF 1 EXISTING



AS/NZS 2890.1 B85 Car – Recreation Centre car park 5 entry and exit



RTS 18 11.5m Large Rigid Truck – Clockwise circulation through site





Appendix 3

Transport Compliance Assessment



RULE	COMMENT	STATUS
<p>10.8 Site Standards – Parking and Loading</p> <p>10.8.1 Parking Spaces in the Business A Zone</p>	<p>a) In the Business A Zone of Ashburton where on-site car parking for the convenience of persons working or living on-site is proposed, it shall be provided to the rear of any building(s) on the site and all required loading spaces shall be provided at the rear of building(s) on the site.</p> <p>Not applicable – the site is zoned Residential C and Residential D.</p>	<p>N/A</p>
<p>10.8.2 Car Spaces for People with Disabilities</p>	<p>a) Where car parking is provided for a non-residential activity, the minimum number of parking spaces for people with a disability shall be as follows:</p> <ul style="list-style-type: none"> • no spaces required for the first 9 car parking spaces • 1 space where between 10 and 20 car parking spaces are provided on site; • 2 spaces where between 21 and 50 car parking spaces are provided on site; • plus 1 space for every additional 50 car parking spaces provided on site, or part thereof <p>Even if the proposed recreation centre building is deemed to be a non-residential activity, there are only five parking spaces associated with that component of the proposal and mobility parking is therefore not required.</p>	<p>Complies</p> <p>The activity is predominantly residential, for which mobility parking is not required.</p> <p>N/A</p> <p>Not applicable – mobility parking is not required and not provided</p>
<p>10.8.3 Size of Parking Spaces</p>	<p>b) Car parking for people with disabilities shall be located as close as practicable to the building entrance. The spaces should be on a level surface and be clearly marked and designed & constructed in accordance with NZS 4121:2001 Design for access and mobility: Buildings and associated facilities.</p> <p>a) All required parking spaces, other than for residential units, shall be designed to accommodate a 90 percentile design motor car (refer Appendix 10-2) and shall be laid out in accordance with the minimum dimensions specified within Table 10-1 below and as illustrated within Appendix 10-2:</p> <p>Not applicable – parking spaces are not required, and the activity is residential.</p> <p>Complies</p> <p>Nevertheless, the proposed on-site parking spaces comply with District Plan standards for Class 1 user 90 degree parks and also for parallel parks (with the exception that the District Plan parallel parking design standards indicate an adjacent two-way aisle width of 6.5m whereas 6.0m is provided.</p>	<p>Complies</p>



10.8.4 Residential Parking Spaces	STATUS	COMMENT
<p>RULE</p> <p>10.8.4 Residential Parking Spaces</p>	<p>STATUS</p>	<p>COMMENT</p>
<p>a) Where residential car parking spaces are provided within a garage, the minimum internal dimensions shall be as set out in Table 10-2:</p>	<p>Complies</p>	<p>The individual unit single and double garages fully comply with the internal dimension requirements of the District Plan.</p>
<p>b) The minimum width of the entrance to a single garage shall be no less than 2.4 m.</p>	<p>Complies</p>	<p>All proposed single garages have a door width of at least 2.4m.</p>
<p>10.8.5 Cycle Parking</p>		
<p>a) All developments, other than residential and farming, are to provide cycle parking at a rate of 1 cycle space for every 20 car parking spaces provided.</p>	<p>N/A</p>	<p>Not applicable – activity is residential.</p>
<p>b) All required cycle parking shall be provided in cycle stands and laid out in accordance with Appendix 10-3.</p>	<p>N/A</p>	<p>Not applicable – cycle parking is not required.</p>
<p>10.8.6 On-site Manoeuvring</p>		
<p>a) The manoeuvring area from the road transport network boundary to any parking space shall be designed to accommodate a 90 percentile car (refer Appendix 10-4).</p>	<p>Complies</p>	<p>On-site tracking and manoeuvring has been checked with AutoTurn Online for a B85 design vehicle as defined in AS/NZS2890.1. The B85 vehicle is longer than the District Plan 90 percentile car (4.91m vs 4.77m) and only 1cm narrower (1.87m vs 1.8m). It is therefore considered that use of the B85 design vehicle satisfies the intent of this District Plan standard.</p>
<p>b) Onsite manoeuvring for a 90 percentile car (refer Appendix 10-4) shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:</p>	<p>Complies</p>	<p>No vehicle is required to reverse onto or off the site.</p>
<p>10.8.7 Loading Space Provisions</p>		
<p>• any activity provides 4 or more parking spaces having vehicle access and/or vehicle crossings onto a principal or collector road;</p> <p>• any activity provides 10 or more parking spaces; three or more residential units share a common access.</p>		



RULE	COMMENT	STATUS
<p>a) Every site in the Business Zones and in the Commercial Area of the Aquatic Park Zone, except for the Business A Zone, shall provide one loading space and associated manoeuvring area.</p>	<p>Not applicable – the site is not in a Business or Aquatic Park zone.</p>	<p>N/A</p>
<p>b) Every loading space provided shall be of a useable shape and in accordance with the following minimum dimensions:</p> <ul style="list-style-type: none"> • 9m deep • 3.5m wide • 4.5m high <p>Except for: activities not involving the trading of goods (e.g. offices), where the gross floor area is less than 150m², and on street space is available for occasional servicing by larger vehicles, then loading space dimensions shall be in accordance with the following minimum dimensions:</p> <ul style="list-style-type: none"> • 6.4m deep • 3.5m wide • 3.5m high 	<p>An on-site loading space is not required, however the site is likely to require servicing (eg. refuse collection) by a medium or large rigid truck.</p> <p>RTS 18: On-road tracking curves.</p> <p>Autoturn Online for an 1.5m large rigid truck as defined in On-site tracking and manoeuvring has been checked with</p>	<p>Complies</p>
<p>b) The manoeuvring area from the road boundary to any loading space shall be designed to accommodate a 90 percentile two axle truck (refer Appendix 10-5).</p> <p>c) Onsite manoeuvring for a 90 percentile two axle truck shall be provided to ensure that no truck is required to reverse onto or off a site where any development provides loading areas or trade vehicle storage having vehicle access and/or a vehicle crossing onto an arterial, principal or a collector road.</p>	<p>An on-site loading space is not required, however the site is likely to require servicing (eg. refuse collection) by a medium or large rigid truck.</p> <p>RTS 18: On-road tracking curves.</p> <p>Autoturn Online for an 1.5m large rigid truck as defined in On-site tracking and manoeuvring has been checked with</p>	<p>Complies</p>
<p>d) If parking or servicing by a large heavy vehicle, such as an articulated truck, is anticipated to occur on a site, then both b) and c) from above apply for the manoeuvring requirements of the vehicle.</p>	<p>An on-site loading space is not required, however the site is likely to require servicing (eg. refuse collection) by a medium or large rigid truck.</p>	<p>Complies</p>



RULE	COMMENT	STATUS
<p>10.8.9 Surface of Parking and Loading Areas</p> <p>e) All loading spaces/areas shall be provided in a location that does not impede any through traffic, or manoeuvring areas, or any pedestrian or cycle access.</p>	<p>Not applicable – on-site loading space is not required.</p>	<p>N/A</p>
<p>a) The surface of all required parking, loading and trade vehicle storage areas in the Residential Zone, Business A, B, and C Zones, and the Aquatic Park Zone (except parking areas within the Recreational Area of the Aquatic Park Zone), shall be formed to provide an all weather surface.</p>	<p>All parking and access areas will be formed and sealed with an all-weather surface.</p>	<p>Complies</p>
<p>b) The first 3m of all such required areas (as measured from the road boundary) shall be formed and sealed for the full width of the vehicle crossing, to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road transport network or service lane.</p>	<p>All parking and access areas will be formed and sealed with an all-weather surface.</p>	<p>Complies</p>
<p>c) Parking and loading areas in the Recreational Area of the Aquatic Park Zone shall be formed and oversown with grass so as to maintain the character and appearance of the surrounding recreational area.</p>	<p>Not applicable – the application site is not within any of the identified zones.</p>	<p>N/A</p>
<p>10.8.10 Tree Planting within Car Parking Areas</p> <p>a) Where a car parking area has central parking rows, which do not abut a site boundary or building, trees shall be planted at least 7.5m apart adjacent to the central car parking spaces. The trees shall be protected from damage by vehicles.</p>	<p>Not applicable – the proposed parking layout does not include any central parking rows.</p>	<p>N/A</p>
<p>10.8.11 Queuing Length</p>		



STATUS	COMMENT	RULE
Does not comply	<p>10-3 below for vehicles entering the site:</p> <p>a) Where car parking is provided within a site, a minimum queuing length shall be provided in accordance with Table 10-3 below for vehicles entering the site:</p> <p>Of the 35 spaces on the main part of the site, 8 spaces (the Unit 1, 2, 8, 11, 17 & 20 garages) are closest to the main site access. The District Plan queuing length requirement on the main site access is therefore 6m. A queuing length of approximately 1.6m is provided on the main access (measured from the road boundary to the Unit 20 driveway), and therefore complies.</p> <p>The other 27 spaces are located closest to the secondary access, for which the District Plan requires a queuing length of 12m. A queuing length of approximately 9m is provided on the secondary access (measured from the road boundary to nearest at-grade visitor car park), and therefore does not comply.</p>	<p>b) The required queuing length shall be measured from the road boundary at the car park entrance to the nearest vehicle control point or the point where entering cars could conflict with vehicles already on the site.</p> <p>c) Where more than one vehicle crossing is provided to a site, the required queuing length may be assessed for each access point individually, with each parking space allocated to the nearest entry vehicle crossing for the purpose of the assessment.</p>
Does not comply	As above	10.9 Site Standards – Accessibility and Safety
Does not comply	As above	10.9.1 Roadway, Access and Vehicle Crossings
N/A	Not applicable – no new roads proposed.	All new roads shall be laid out and vested in the Council, in accordance with Standard NZS4404:2010, other than as specified below:



RULE	COMMENT	STATUS
a) Where a new road transport network is proposed that is located in a manner that makes it capable of being extended in the future to service additional land, the future potential in the future to service additional land shall be used to determine the minimum and maximum widths required in Table 10-4 above. This determination shall be based on the greater of the actual number of allotments served or the potential number of allotments that could be served as a permitted or controlled activity.	Not applicable – no new roads proposed.	N/A
b) The carriageway of all new road transport networks laid out and vested in accordance with a) above shall be formed and sealed.	Not applicable – no new roads proposed.	N/A
c) Footpaths shall be constructed as a sealed strip of 1.5m width within the berm.	Not applicable – no new roads proposed.	N/A
d) All areas of berms not sealed in footpath are to be formed in grass.	Not applicable – no new roads proposed.	N/A
e) Cul-de-sac shall be constructed with turning heads of the following radii, measured from the centre of the turning head to the kerb face: <ul style="list-style-type: none"> Residential zones and the Residential and Rural-Residential Areas of the Aquatic Park Zone – 9.5m All other zones – 15m 	Not applicable – no new roads proposed.	N/A
f) If the corner lot is included in any subdivision, the corner at the road intersection shall be splayed with a diagonal line reducing each boundary by at least 4 metres from the corner, except that in a Business or Rural Zone or if the highest speed limit on either frontage road is greater than 50km/h, then the diagonal line reducing each boundary shall be at least 6 metres from the corner. The corner rounding or splay shall be vested in the Council.	Not applicable – no subdivision proposed.	N/A
g) Within any new subdivision, provision shall be made for pedestrian and cycle access links, to a level appropriate to the scale and location of the development.	Not applicable – no subdivision proposed.	N/A
h) Where a subdivision adjoins land not yet subdivided, provision shall be made for pedestrian, cyclist and vehicle access linkages between the areas, including vesting of land	Not applicable – no subdivision proposed.	N/A



RULE	COMMENT	STATUS
<p>for future road transport network reserves for the purpose of facilitating connections to future roading extensions to serve surrounding land, or planned road links that may need to pass through the subdivision.</p>		
10.9.2 Vehicular Access		
<p>a) All vehicular access to fee simple title allotments, cross leases, unit titles or leased premises shall be in accordance with the standards set out in Table 10-5 below. This rule shall not apply to vehicle crossings directly on to individual sites, which do not involve an access (refer to the definition of "access"). The following standards in Table 10-5 are minimum standards:</p>	<p>Not applicable – the site takes direct access from Carters Terrace via two proposed vehicle crossings. The proposal does not incorporate an 'access' as defined by the District Plan.</p>	N/A
<p>b) The minimum height clearance for all vehicular accesses shall be 4.5m.</p>	<p>As above.</p>	N/A
<p>c) Access to allotments with the potential to accommodate more than 6 residential units shall be provided by way of a road and not by a private way or access lot.</p>	<p>As above.</p>	N/A
<p>d) All vehicle crossings from sealed roads to vehicular accesses shall be sealed for the full berm width of the adjoining road. In the case of the Rural A, B and C Zones, if the access slopes up from the road, the crossing shall be sealed to a minimum distance of 10m from the edge of the carriageway.</p>	<p>Note: For the purposes of this rule, an access shall be taken to slope up from the road if the access has an average gradient of 1:20 or steeper within 10m of the edge of the carriageway. Vehicle crossings on the main and secondary site accesses will be sealed for the full width of the berm.</p> <p>Complies</p>	
<p>e) Where an allotment being created by subdivision or a new land use activity establishes on an existing site that has frontage to a state highway as well as to another road, vehicle access and vehicle crossings to the allotment shall be from the other road transport network, rather than the State Highway.</p>	<p>Not applicable – the site does not have frontage to a state highway.</p>	N/A
<p>f) No activity in the lower density area of the Residential C Zone as shown on the Lochhead Outline Development Plan shall have a vehicle access or vehicle crossing to State Highway 77.</p>	<p>Not applicable – the site does not have frontage to State Highway 77.</p>	N/A



RULE	COMMENT	STATUS
<p>10.9.3 Distances of Vehicle Crossings from Intersections</p> <p>a) No part of any vehicle crossing shall be located closer to the intersection of any roads than the minimum distances specified in Table 10-6 below:</p>	<p>The District Plan requires vehicle crossings on local urban roads to be located at least 10m from another intersecting local urban road. The proposed vehicle crossings are located more than 50m from Grove Street.</p>	Complies
<p>b) Distances shall be measured from the point at which the legal boundary lines of the two road frontages intersect.</p>	As above.	Complies
<p>c) Where the boundaries of the site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances, a single vehicle crossing may be constructed provided it is located in the position which most nearly complies with the provisions of these rules.</p>	<p>Not applicable – a complying vehicle crossing location is achieved.</p>	N/A
<p>10.9.4 Spacing Between Vehicle Crossings</p>		
<p>a) On Principal and Arterial Roads where the legal speed limit is 100km/hr, the minimum spacing between successive vehicle crossings (regardless of the side of the road on which they are located) shall not be less than 200m. This rule shall not apply to vehicle crossings to farming activities, which do not provide access or a driveway to buildings (other than haystacks).</p>	<p>Not applicable – application site does not front a principle or arterial road.</p>	N/A
<p>b) On Principal and Arterial Roads where the legal speed limit is less than 100km/hr, the minimum spacing between successive vehicle crossings (either single or combined) on the same side of the road, shall not be less than 15m. This rule shall not apply to vehicle crossings which serve residential activities only.</p>	<p>Not applicable – application site does not front a principle or arterial road.</p>	N/A
<p>c) The separation distances shall be measured from the centre of one vehicle crossing to the centre of the succeeding vehicle crossing, parallel to the centreline of the transport network.</p>	<p>Not applicable – application site does not front a principle or arterial road.</p>	N/A



RULE	COMMENT	STATUS
<p>d) Where the boundaries of the site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances a single vehicle crossing may be constructed in the position which most nearly complies with the provisions of this rule.</p>	<p>Not applicable – application site does not front a principle or arterial road.</p>	<p>N/A</p>
10.9.5 Maximum Number of Vehicle Crossings		
<p>a) The maximum number of vehicle crossings to a site per road frontage shall be in accordance with Table 10-7 below.</p>	<p>In accordance with Table 10-7, local road site frontages longer than 100m are permitted three vehicle crossings.</p>	<p>Complies</p>
<p>a) Unobstructed sight distances shall be available from all vehicle crossings, in accordance with the minimum sight distances specified in Table 10-8 below.</p>	<p>The application site has a road boundary frontage length of approximately 109m, and is therefore permitted to have three vehicle crossings, however only two vehicle crossings are proposed.</p>	<p>Complies</p>
10.9.6 Sight Distances from Vehicle Crossings		
<p>a) All sight distance measurements shall be undertaken in accordance with the diagram in Appendix 10-6.</p>	<p>Sight distances along Carters Terrace from each of the two proposed vehicle crossings comply with these requirements.</p>	<p>Complies</p>
10.9.7 Design and Construction of Vehicle Crossings onto Arterial Roads	<p>a) The length of any vehicle crossing shall be in accordance with dimensions set out in Table 10-9 below.</p>	<p>N/A</p>
<p>b) The vehicle crossing length shall be measured along the properly boundary.</p>	<p>Not applicable – application site does not front an arterial road.</p>	<p>N/A</p>
<p>c) All vehicle crossings on to arterial and principal roads where the speed limit exceeds 50km/hr shall be designed in accordance with the diagrams included in</p>	<p>Not applicable – application site does not front an arterial road.</p>	<p>N/A</p>



RULE	COMMENT	STATUS
<p>Appendices 10-7 – 10-8, except for vehicle crossings to farming activities in Rural Zones; this standard shall only apply where a vehicle crossing provides access or a driveway to building(s).</p> <p>10.9.8 Vehicle Oriented Commercial Activities</p>	<ul style="list-style-type: none"> • No part of any vehicle crossing on to an arterial road shall be located closer than: <ul style="list-style-type: none"> - 60m to the departure side of any intersection; or - 30m to the approach side of any intersection. • Distance shall be measured from the point at which the legal boundary lines of the two road frontages intersect. Unobstructed sight distances shall be available from all vehicle crossings, in accordance with the minimum sight distances specified in Table 10-10 below: <ul style="list-style-type: none"> • Where the legal road speed limit is 50km/hr, the above rule shall only apply to Arterial and Principal roads. • All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix 10-6. 	N/A
<p>a) Notwithstanding rules 10.9.3-10.9.6 above, all: <ul style="list-style-type: none"> • service stations; • truck stops; • commercial activities (or groups of retail activities using common vehicle crossings) containing a total gross floor area of more than 500m²; shall comply with the following additional rules: <ul style="list-style-type: none"> • Distance shall be measured from the point at which the legal boundary lines of the two road frontages intersect. Unobstructed sight distances shall be available from all vehicle crossings, in accordance with the minimum sight distances specified in Table 10-10 below: <ul style="list-style-type: none"> • Where the legal road speed limit is 50km/hr, the above rule shall only apply to Arterial and Principal roads. • All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix 10-6. </p> <p>10.9.9 State Highway Access</p>	<p>a) Any new subdivision or land use activity that would require direct access to a state highway at a location where there is currently no such direct access, or would require any alteration to, or increase in the use of an existing direct access to such a state highway, shall be a restricted discretionary activity.</p> <p>b) Unobstructed sight distances shall be available from all intersections, in accordance with the minimum sight distances specified in Table 10-11 below:</p>	N/A
<p>a) Unobstructed sight distances shall be available from all intersections, in accordance with the minimum sight distances specified in Table 10-11 below:</p> <p>10.9.10 Minimum Sight Distances from Intersections</p>	<p>Not applicable – no subdivision proposed / access to a state highway not required.</p>	N/A



RULE	COMMENT	STATUS
<p>b) All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix 10-6.</p>	<p>Not applicable – no new roads / intersections proposed.</p>	<p>N/A</p>
<p>10.9.1 Spacing between Intersections</p>		
<p>a) All intersections shall be designed and located such that the minimum spacing between successive intersections is not less than the minimum distance specified in Table 10-12 below:</p>	<p>Not applicable – no new roads / intersections proposed.</p>	<p>N/A</p>
<p>b) The distance shall be measured from the centre of one intersection to the centre of the succeeding intersection, parallel to the centreline of the road.</p>	<p>Not applicable – no new roads / intersections proposed.</p>	<p>N/A</p>
<p>c) In Rural Zones where the legal speed limit for the road is 100km/hr, the above standard shall apply regardless of the side of the road on which the intersections are located.</p>	<p>Not applicable – no new roads / intersections proposed.</p>	<p>N/A</p>
<p>d) On roads in other zones, the above standard shall apply to intersections on the same side of the road only.</p>	<p>Not applicable – no new roads / intersections proposed.</p>	<p>N/A</p>
<p>10.9.12 Tree Planting – Shading and Intersection Visibility</p>		
<p>a) No tree shall be allowed to grow such that it shades the carriageway of a road throughout the hours of 10am and 2pm on the shortest day of the year.</p>	<p>Assume compliance</p>	<p>Complies</p>
<p>b) No tree shall be planted within 30m of a road intersection, measured to the point at which the legal boundary lines of the two road frontages intersect.</p>	<p>No new trees proposed within 30m of an intersection.</p>	<p>Complies</p>
<p>10.9.13 Direct Access via Railway Level Crossings</p>		
<p>a) Any new subdivision or land use activity that would require direct access over a railway level crossing at a location where there is currently no such direct access, and where no alternative access is provided, or would require any alteration to or increase in use of an existing direct access over a</p>	<p>Not applicable – direct access via a railway level crossing is not proposed.</p>	<p>N/A</p>



RULE	COMMENT	STATUS
<p>railway level crossing, shall be a restricted discretionary activity.</p>		
<p>b) Any new accessway shall be located a minimum of 30 metres from a road/rail level crossing. The 30 metres shall be measured from the closest rail track to the edge of seal on the proposed accessway.</p>	<p>Not applicable – no new accessway proposed (site access is via the existing private road section of Works Road that is located around 190m from the Works Road railway level crossing).</p>	N/A
<p>a) Any new vehicle accessway onto a road shall be located a minimum of 30 metres from a railway level crossing, measured from the closest railway track to the edge of seal of the proposed accessway.</p> <p>b) No obstruction shall be located such that it fails to comply with the railway level crossing approach sight triangles determined in accordance with Appendix 10-9.</p> <p>Notes: The above controls apply to established level crossings. Sightlines are also a factor in the development of the design of new level crossings: however further technical assessment against rail and road design standards, and formal statutory approvals under the Railways Act 2005, are also required from the railway operator (KiwiRail). The rail operator (KiwiRail) also has the authority to require the removal of vegetation, walls, fences, and other obstructions from these sightlines under Section 77 of the Railways Act 2005. The inclusion of the above sightline control standard ensures that development and road/rail safety standards are well integrated, and reduce the (later) risk of a landowner being required to remove obstructions.</p>	<p>There are no railway level crossings within 30m of the proposed site accesses. Complies</p>	<p>Not applicable – no railway level crossings in proximity of the site. N/A</p>

10.9.14 Railway Level Crossings – Vehicle Accessway Location and Minimum Sight Distances