

[6] **Questions for Mr Forrest:**

- a) *A submitter referred to the Pole House being 5.3-metres in height; documents suggest a height of 4.6-metres. Please confirm?*

The response by the Applicant to Question 1 within Further Information request 1 confirms that the pole shed will have a lean-to roof starting at 4.3-metres height and increasing to 5.2-metres. Further information request 1 is accompanied by a sketch of the pole shed.

- b) *When looking at the proposal as a whole; which aspects of what is proposed would be specified as a Permitted Activity in their own right?*

Aspects of the proposal as a whole that would be a permitted activity under the District Plan in their own right include:

- The horticultural activity, including the growing of plants and selling those plants wholesale is permitted under Rule 9.5.1 of the Operative District Plan,
- The physical works associated with resealing and repair of the existing shared driveway formation,
- The construction of a pole shed associated with a permitted rural or horticultural activity subject to compliance with the relevant performance standards including maximum height and separation distance to external property boundaries.
- The construction of 1 dwelling within the current site.

Section 8.2 of my Section 42 Report dated 7 November 2019 addresses the 'permitted baseline' in relation to this application.

- c) *When looking at Mr Connelly's slide relating to the entrance of the Right of Way, confirmation is required that the 5.5 metre width will not require the removal of the adjacent trees, or any further impact? (Mr Hudson also conceded that the measurements and tentative location of the cones in the slide, and that of the Submitters, meant that it would be fairly "tight").*

The Applicant has confirmed within the response to Further Information Request 3 that no trees will require removal along the shared driveway avenue (Passing Bays 1 and 2).

The Applicant also proposes a vegetation management plan condition to ensure that the appropriate methodology is undertaken to ensure the ongoing health of the trees where the shared driveway widening will extend in close proximity to the tree trunks. The vegetation management plan is considered appropriate to ensure that the correct construction methodology is used to ensure that the risk of long-term damage to the tree roots is adequately mitigated.

Mr. Connolly has provided the following comments regarding the proximity of the widening of the shared driveway to the trunks of the trees:

*“The gate is 3.6m wide. The trees just beyond the gate are approximately 6m apart; measured to the point where the roots come out of the ground. The tree trunks just above the root mass are approximately 6.5m apart. The trunks of the first trees appear to be almost vertical and may not reduce the trafficable width significantly.*

*There would be little clearance either side of the proposed 5.5m carriageway given there is only 6m between the base of the trees; it will be ‘tight’. The entrance way/vehicle crossing also needs to be designed to suit the swept path of larger vehicles albeit given the trees are set back from the carriageway the additional width would be minimal and the 5.5m is likely to be sufficient.*

*There is enough space for the 5.5m carriageway to be constructed, however the pavement will be constructed over the roots of the trees (in part).*

*The trees and/or limbs appear to be reasonably clear of the carriageway, and it is expected that a reasonably functional passing bay could be constructed without significant adverse effect on the trees. The Applicant and/or their designers should clarify how the road is to be constructed, and any alteration needed to the trees and/or limbs considering the space (width and height) needed for their largest vehicle”.*



- d) *Is Council's Planner aware of how the Applicant intends to deal with issues around the potential impact and relocation of the letter boxes at the entrance to the Right of Way?*

The Applicant has not confirmed how they intend to address the relocation of the other shared driveway users letterboxes after the shared driveway has been widened at Passing Bay 1. The Applicant could respond to this matter within their 'right of reply'.

**[7] Questions for Ms Baugham:**

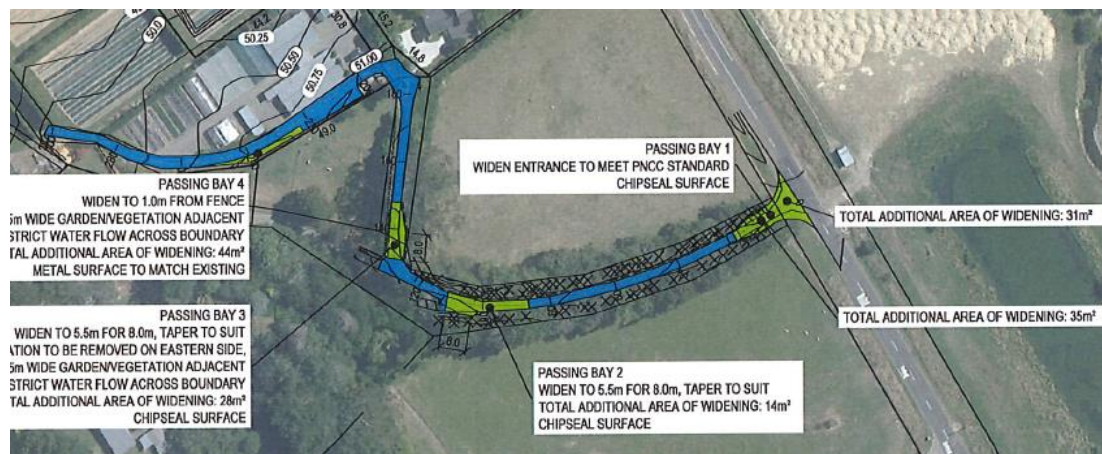
- a) *Submitters identified concerns relating to stormwater run-off as a result of the proposal. What is the stormwater run-off comparison of the existing footprint to what is proposed?*

Mr. Colin Fink provided calculations estimating the runoff generated by the new passing bays as part of Section 92 Response #2, which effectively increases the footprint of the impervious area of the site. The estimated increase in runoff from those areas was considered to be minor, however conveyance would need to be addressed at time of Engineering Plans to confirm that the neighbouring properties would not be adversely impacted.

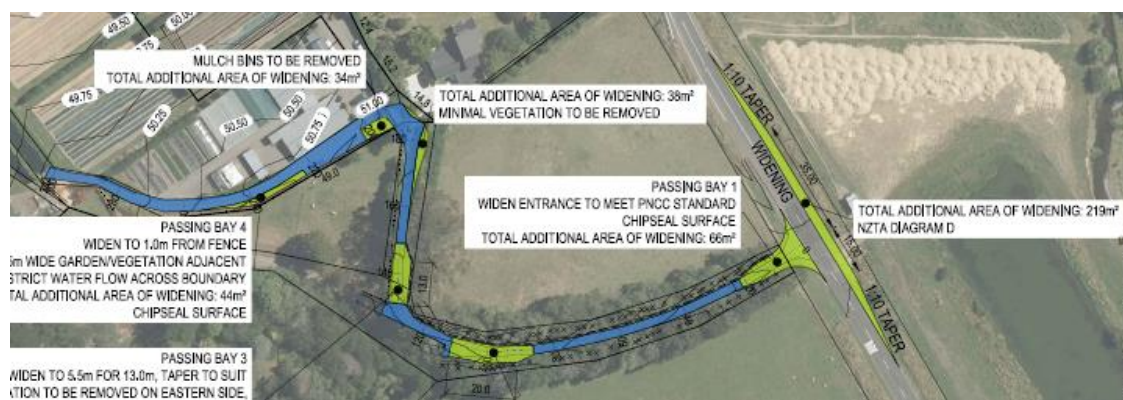
In total, approximately an additional 2.3L/s is expected to runoff in the 1 in 10-year ARI rainfall event. This is distributed across 4 passing bays. It is anticipated that the increase in flow can be accommodated by soakage systems or appropriate conveyance, to be determined at the Engineering Plan stage. Note that the calculations did not include the change from a gravel surface to sealed surface outside of 128 Turitea Road, however this should be managed at time of Engineering Plan stage.

However, in the Section 92 Response #3, the increased paved areas was updated but the supporting calculations were not provided. It also did not include the change in surface type noted above. It appears that the additional impervious area more than tripled, however a significant portion is along Turitea Road itself. Below compares the impervious area supported by the calculations, and the impervious area without calculations.

### Section 92 Response #2



### Section 92 Response #3



Increased Impervious Areas (m <sup>2</sup> )		
	s92 #2	s92 #3
Turitea Rd	0	219
Passing Bay 1 / Entranceway	66	66
Passing Bay 2	14	41
Passing Bay 3	28	37
Passing Bay 4	44	44
Corner widening	0	72
Sealed ROW	?	?
<b>TOTAL</b>	<b>152</b>	<b>479</b>

Additional information is required, however in my opinion I believe the increase in runoff can be appropriately managed.

There will still be a perceived increase in runoff due to resealing the existing ROW. However, in my opinion if the accessway had been maintained across the years there would be no change from what is being proposed by GTS.

- b) *The Pole Shed is set to replace what's currently on site, so is it a 'like for like' impact on stormwater run-off or is it less/more?*

If the Pole Shed is replacing the greenhouse and structure that already exists, then there would be no change in runoff and may perhaps be less than existing. However as for all new construction, we would still require roof runoff to be managed and disposed of appropriately to what is required under the Building Act. I do not believe the decrease in runoff could be used as an allowance (i.e., it can not offset the increase in impervious area elsewhere across the site) as it is part of a different catchment. The neighbouring properties would still see an increase in runoff from the other areas.

- c) *Whilst no formal assessment of stormwater to the Turitea Stream has been undertaken, in her opinion can she confirm that the stormwater connection to the Turitea Stream is sufficient, to accommodate the proposed works?*

I cannot confirm this at this time. The engineering plans would need to show what exactly is connected to the existing outfall and confirm the capacity of the outfall. It could be that a new outfall may be required.

- d) *Regarding the suggestion of an Advice Note (that there is a Flood Hazard); please provide suggested wording in the event the Applications are approved and such an Advice Note is considered as appropriate.*

Suggested wording for an advice note is:

*"Lot 2 is subject to areas affected by flooding from the Turitea Stream during a 0.5% AEP modelled flood event as shown within the PNCC Combined Flood Model held within the file for SUB 5082. The property owner of Lot 2 is advised to contact Horizons Regional Council prior to applying for building consent to construct any building or structure that may impede the flow carrying capacity of the Turitea Stream".*

- e) *Submitters referred to various underground connections; are these documented and can she confirm that there is a clear understanding of where underground networks are located; and any mitigation that may need to be put in place as part of any proposed works?*

Council is unaware of the private infrastructure onsite, which includes potable water. As part of construction, the applicant is required to contact utility providers and locate any buried infrastructure prior to starting work. Any damage caused by construction would need to be remedied at the contractor's expense. Since the infrastructure is not council-owned, we would not typically stipulate any conditions on the consent.

[8] **Questions for Mr Hudson:**

- a) *In relation to the potential involvement of an independent arborist for any assessment of trees or vegetation as part of the proposal, can he please provide suggested wording for a potential Condition to address the issue raised at the Hearing?*

Suggested wording for a condition to address this issue is:

*"After the upgrade is completed, no trees may be trimmed or removed unless there is an independent expert report prepared by a suitably qualified arborist confirming that the removal or trimming is required for health and safety reasons and approval is given by the Council's Senior Planner".*

[9] **Questions for Mr Connelly:**

- a) *A concern has been raised by Ms. Aburn about the impact on her ability to close her gate (near passing Bay #3). Can you confirm that there will not be any encroachment onto her property or subsequent impact upon her in this regard?*

There can be no encroachment onto Ms. Aburn's private property without her consent, in my understanding.

It is suggested that the height at the middle of the carriageway will need to be increased to allow the carriageway to be constructed over the tree roots. This may or may not be the case depending on the circumstances.

The height of the middle of the carriageway (crest) may not need to be altered if there are no trees in proximity to the gate or if the roots are already low enough relative to the crest. A small alteration to the crest may not affect the gate; the crossfall could potentially be reduced to avoid any affect on the crest. Furthermore, the gate could be adjusted or hung higher to ensure that it remains operational.

- b) *Ms Baugham indicates there would be no change to flow rates unless there is a change to the camber of the roading. Can you confirm that no change to the camber of the roading will follow any aspects of the proposal?*

The details of the construction/alteration of the right of way have not yet been provided, but this could be requested of the Applicant and/or their designers.

It is expected that the typical arrangement and lowest cost option would be to retain the existing shape of the carriageway with the crest in the middle of the road. If the

crest remains in the middle of the road it would not change the direction of the stormwater run-off.

It is expected that the existing crossfall would also be retained if practical. If, however, the crossfall is changed this would affect the rate storm water flows from the carriageway onto the adjoining land. Comment regarding the effect of this could be sought from the storm water engineers and / or designers, noting however that the effect is likely to be modest given only a small variation in crossfall.

- c) *Please clarify the additional point you made about Condition #3 and the requirement for a frequency measure during the peak period relating to number of vehicle movements. If considered appropriate, please offer any proposed wording if Commissioners determine that it would be appropriate to impose such a Condition in the event the Applications succeed.*

The number of vehicle movements was specified in the conferenced draft conditions presented by Mr. O’Leary at the hearing within his supplementary evidence. Condition 3 currently reads:

*MAXIMUM NUMBER OF VEHICLE MOVEMENTS*

*The Consent Holder must ensure that there are no more than 4 small-medium sized trucks associated with the activity. The activity shall have vehicle movement that so not exceed the following.*

- *Average Weekday*      *20 light vehicles per day*      *8 truck movements per day*
- *Peak Weekday*      *40 light vehicles per day*      *16 truck movements per day*
- *Weekend*      *Office use only*      *no truck movements*

The peak however had not specified frequency thus provided little clarity in describing how the peak traffic would be distributed. The implication from the application being that the traffic is reasonably steady and therefore that peaks would only occur occasionally.

The Applicant, when questioned, suggested that the peak weekday traffic that best described the activity would be 50% higher than the weekday average, with an indicative frequency of once per week. The lower peak threshold means flows will be more even and there is less risk with concentrated vehicle movements over a fewer number of days.

The condition could be rewritten to read as follows:

*MAXIMUM NUMBER OF VEHICLE MOVEMENTS*

*The Consent Holder must ensure that there are no more than 4 small-medium sized trucks associated with the activity. The activity shall have vehicle movement that so not exceed the following.*

- *Average Weekday*      *20 light vehicles per day*      *8 truck movements per day*
- *Peak Weekday*      *30 light vehicles per day*      *12 truck movements per day*
- *Weekend*      *Office use only*      *no truck movements*

*Note: Traffic movements are expected to be reasonably evenly distributed with flows*

*nearing the peak once per week.*