

ANNEXURE 5

Preliminary Transport Advice

3 November 2016

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Dear Sharon and Jonathon,

RE: Hauschilds Road Subdivision: Transport Advice

We understand that you are seeking to subdivide the land west of Hauschilds Road for a rural residential subdivision to provide a total of 16 lots. You have asked us to consider whether the option in Figure 1 below would be appropriate to service the proposed lots and to provide some technical comments on what transport related upgrades are likely to be required.

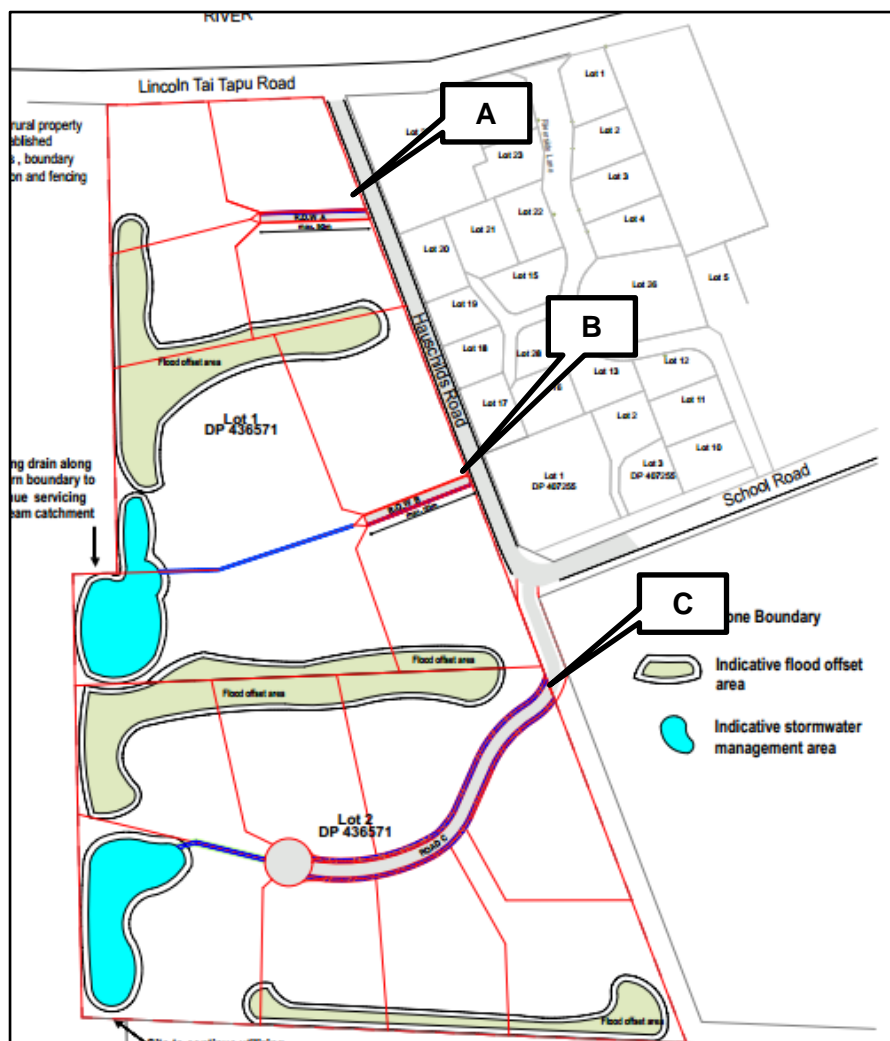


Figure 1 Proposed Access

As shown in Figure 1 the proposal includes three access points to Hauschilds Road, two north of the intersection with School Road and one south of this intersection. For ease of reference these accesses have been referred to as A, B, and C (from the north to south respectively).

A site visit and request for information from the Council has identified that the existing road layout includes:

- Hauschilds Road north of School Road however Councils RAMM data indicates a 6-7.0m wide sealed width. On-site measurements identified a narrower sealed width and this is likely to reflect grass berms overgrowing the road edges. This can be easily remedied at the time of the next scheduled maintenance.
- Hauschilds Road is a paper road with a sealed access for the first 62m south of the intersection with School Road and a gravel / farm track further to the south.
- School Road between Hauschilds Road and Riverside Lane, has a rural design including a 5.1-5.2m wide sealed carriageway and grass berms.
- School Road east of Riverside Lane (to the intersection with State Highway 75) generally has an urban design including 8.8m carriageway with a footpath on the northern side.
- The speed limit on School Road and Hauschilds Road is 50 km/h.

The intersection of School Road and Hauschilds Road is generally formed as a 90 degree bend between School Road the northern section of Hauschilds Road. The southern section of Hauschilds Road is formed as a farm accessway. This is shown in Figure 2 below.

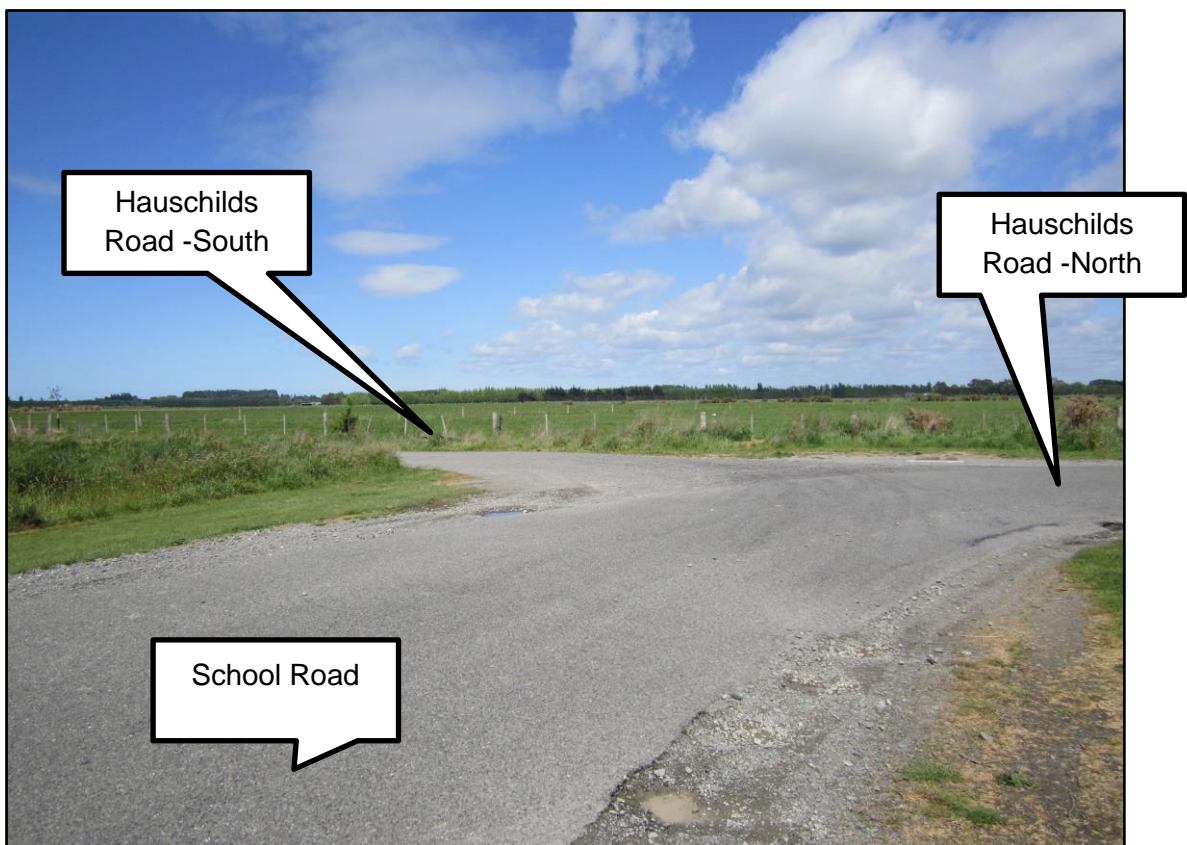


Figure 2: Intersection of School Road and Hauschilds Road

In respect of the Selwyn District Plan requirements it is assumed that the Plan Change will result in the site being zoned Living 3 (Rural Residential) and thus the Township Volume transport standards are applicable.

Access A

Access A will service 4 lots. It is recommended that the length of this accessway be no longer than 50m in which case the District Plan requires a 5.0m legal width and 3.5m formed width. It is noted that Council have recommended (but do not require) a 4.5m formed width regardless of length as they have found that many property owners find the 3.5m formed width too narrow.

This accessway must be more than 25m from the intersection with Lincoln Tai Tapu Road.

Access B¹.

Access B will service 4 lots and will not exceed 50m in length therefore will require a 5.0m legal width, 3.5m formed width. It is noted that Council have recommended (but do not require) a 4.5m formed width regardless of length as they have found that many property owners find the 3.5m formed width too narrow.

This accessway should be at least 45m from the intersection with School Road to provide adequate visibility.

Access C

Access C will service 8 lots and must therefore be formed as a legal road. The Transport Rules suggest that this road should be formed as a Local Minor Road with a cul de sac turning head. This will require a 10m minimum road reserve width and a 5.0m minimum carriageway width. The turning head requires a sealed turning circle with a 22m wide diameter.

The Living 3 zone rules however include a rural residential road cross section with a 6.0m wide sealed carriageway and a 19m road reserve width. Council have advised that the 6.0m wide carriageway is to provide additional space to accommodate walking / cycling within the sealed width (due to the differing characteristics of rural residential to higher density residential where less space is required for shared zones). It is understood that the road reserve width is largely governed by the need to accommodate services particularly swales. As such a minimum sealed carriageway width of 6.0m is recommended and the road reserve width is best advised by others (i.e., Stormwater engineers).

It is noted that as a cul de sac road the maximum permitted length is 150m measured from the intersection of School Road and Hauschids Road. Additional length may be considered through the consent process noting the greater length required to service rural residential sections due to their larger size.

This road will need to be formed along the paper road alignment until entering the property and should form a giveway controlled arm of the 'Y' intersection with Hauschids Road / School Road (formalising the existing accessway). Additional sealed carriageway width will be required on this local minor road (i.e., more than the 5.0m minimum) for turning splays at the intersection with Hauschids Road and School Road.

¹ Please note that if more than 6 lots are to be accessed here that a local minor road would be required with a 10m legal width, 22m diameter turning head and it is required to be separated from the School Road intersection by 75m (potential to reduce to around 55m through resource consent).

Overall

Overall subject to achieving the design criteria set out above, the proposed access arrangements are able to satisfactorily servicing the proposed subdivision from a transport perspective based on the number of lots proposed.

Yours sincerely,

Novo Group Limited

A handwritten signature in blue ink, appearing to read 'Lisa Williams', with a long horizontal flourish extending to the right.

Lisa Williams

Transport Planner

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