



Level 1, BNZ Centre
120 Hereford Street
PO Box 1479
Christchurch Mail Centre
Christchurch 8011
New Zealand
T: 64 3 964 2800
F: 64 3 964 2793
www.nzta.govt.nz

21 September 2021

Wooving Tree Estate Expert Consenting Panel

via email: woovingtree.fasttrack@epa.govt.nz

Re: Waka Kotahi NZ Transport Agency Comments on Draft Conditions.

Thank you for the opportunity for Waka Kotahi NZ Transport Agency (Waka Kotahi) to provide comments on the Draft Conditions for the Wooving Tree Estate Fast-track consenting process. Waka Kotahi has been consulting with the applicant for this proposal through the process and has made significant progress in resolving many of the concerns that we had with the proposal.

I would be happy to provide any further clarification or detail on the recommended changes to the Draft Conditions if required.

Kā mihi Richard

A handwritten signature in blue ink that reads 'Richard Shaw'.

Richard Shaw
Team Lead South – Poutiaki Taiao | Environmental Planning
Waka Kotahi NZ Transport Agency

Email: richard.shaw@nzta.govt.nz
Phone: 03 964 2809
Mobile: 021 910 745

Wooing Tree Estate Application: Comments on Notified Draft Conditions

Waka Kotahi NZ Transport Agency (Waka Kotahi) comments on the Wooing Tree Estate expert consenting panel draft conditions

21 September 2021

Expert Consenting Panel
Fast-track Consenting
Wooing Tree Estate

via email: woointree.fasttrack@epa.govt.nz

Waka Kotahi comments:

1. Waka Kotahi is a Crown entity that takes an integrated approach to transport planning, investment and delivery. The statutory objectives of Waka Kotahi are to undertake its functions in a way that contributes to an effective, efficient and safe land transport system in the public interest. Our vision is for a sustainable, multi-modal land transport system where public transport, active or shared modes are the first choice for most daily transport needs.
2. Waka Kotahi has a mandate under the Land Transport Management Act 2003 (LTMA) and the Government Rounding Powers Act 1989 (GRPA) to carry out its functions in a way that delivers on the transport outcomes set by the government, including as set out in the Government Policy Statement on Land Transport 2021 (GPS).
3. Overall, Waka Kotahi has an interest in the Wooing Tree Estate Fast Track application and draft conditions as a result of its role as a:
 - Transport investor – to maximise effective, efficient and strategic returns on transport investment at a national and local community level;
 - Planner of land transport networks – to ensure the integration of infrastructure and land use to support liveable communities and the development of an effective and resilient land transport network for customers;
 - Provider of access to and use of the land transport system – to shape smart, efficient, safe and responsible transport choices; and
 - Manager of the State highway network – to deliver efficient, safe and responsible highway solutions for customers.
4. Waka Kotahi comments recommend amendments to a number of the draft conditions as notified and in particular:

- Conditions relating to the proposed design of the key access to the site from the roundabout on SH8B. Changes to the masterplan for the development after the application was lodged now allows for a safer entry to the wider site by moving the first major intersection with the access road further into the site at Vintage Street.
- Amendments to conditions to include the SH8B underpass being constructed and operational prior to the subdivision developing substantially, to ensure that there is a safe facility for pedestrians and cyclists to cross the highway between the development site and Cromwell town centre;
- Amendments to the signage conditions to ensure that the permanent and temporary signage proposed do not result in safety issues from driver distraction around the intersections on SH8B and SH6.

5. The comments and recommended changes to the draft conditions are detailed in the table below.

Draft Condition Number	Support / Delete	Changes Sought (bold, italics underline for suggested additions, and strike through for suggested deletions).	Comment
14	Support in part	The development of buildings in Stage 3 and Stage 4 (including the cellar door and café/shop(s)) shall not proceed until such time as the construction work on the Barry Avenue roundabout <u>and the pedestrian/cyclist underpass</u> has commenced. This condition does not preclude civil infrastructure and roading works in Stage 3. Stage 3 and 4 can proceed concurrently or in any order.	The development of these buildings will generate a demand for pedestrians and cyclists wanting to cross SH8B. To reduce this safety risk, it is recommended that the pedestrian/cyclist underpass is included in this staging condition.
16	Support in part	The total number of residential sections granted 224(c) approval shall not exceed 176 including the lots approved under the Stage 1 consent (CODC consent number RC190519); until such time as the roundabout at the intersection of SH8B and Barry Avenue and giving access to Wooing Tree Estate and the <u>and the pedestrian/cyclist underpass</u> is constructed and operational	Once additional residential lots are available for development and new houses being built there will be additional cyclists and pedestrians wanting to cross SH8B. it is important that the underpass is constructed and operational as soon as possible so the risk of people crossing the highway is reduced as much as possible. Hence the recommended addition to condition 16
18	Support	The creation of a lot to enable vesting of land necessary for the additional works on SH8B including the Barry Ave roundabout, shall vest in the Crown under the management of WK-NZTA. The creation of this lot may proceed at any time and is independent of any stage of the development. The lot shall be created at any time required by WK-NZTA	Retain as notified.
19	Support	The creation of a lot to enable vesting of the pedestrian ramp giving access to the public underpass under SH8B, may proceed at any time, and is independent of any stage. Once created the lot shall vest in CODC as a public walkway.	Retain as notified
23	Support in part	The link road between the roundabout on SH8B and Blondie Drive shall be constructed to a standard not less than that of Blondie Drive but in all respects to the satisfaction of WK-NZTA <u>and CODC</u> . This shall include drainage, pavement construction, carriageway widths, tapers road markings and all details necessary to provide	The link road is internal to the subdivision and although important to the functionality and safety of the roundabout is will also be a local road. Hence CODC will also be involved in assessing and approving the final design and it is recommended they are also included in the condition.

Draft Condition Number	Support / Delete	Changes Sought (bold, italics underline for suggested additions, and strike through for suggested deletions).	Comment
		a safe and effective link between SH8B and the subdivision.	
24	Delete and replace	<p>The intersection layout and traffic management measures at the intersection of Blondie Drive and the entry road from the roundabout shall be in accordance with the plan prepared by WSP and attached to the letter of Carriageway dated 27/07/21 subject to a safety audit being carried out by an appropriately qualified expert and any changes that are required to the design to address the results of that audit. Detailed layout of the intersection shall be submitted to the WK-NZTA and CODC for approval as part of engineering plan approval. That layout shall be in accordance with the lane prioritisation and intersection design set out in the WSP plan subject to any changes arising from the safety audit.</p> <p>Suggested Replacement Condition:</p> <p><u>The link road from the roundabout on SH8B shall have priority through the Blondie Drive intersection and extend along The Greenway to Vintage Street. Detailed design for the link road and Blondie Drive intersections shall be submitted to WK-NZTA and CODC for approval as part of engineering plan approval. A safety audit carried out by an appropriately qualified expert shall be supplied with the design plans. WK-NZTA and CODC would confirm the outcome based on the information supplied.</u></p>	<p>After Waka Kotahi lodged comments to the original application, the masterplan has been changed significantly. The applicant has now removed all the commercial activities from Lot 800 and the updated masterplan depicts this area as The Greenway (Lot 800). This change creates an opportunity to resolve Waka Kotahi concerns with the intersection between the link road from the roundabout on SH8B and Blondie Drive. The proposal discussed with the applicant would have the link road extend through The Greenway with the first major intersection in from the roundabout at Vintage Street rather than at Blondie Drive. This would also resolve the safety concerns with the proximity of the Blondie Drive intersection to the roundabout as discussed in the previous comments to the EPA from Waka Kotahi on the proposal.</p> <p>The only outstanding issue would be the final layout of the Blondie Drive connection to the link road. However, this can be resolved at the time of detailed design.</p> <p>Therefore, we would recommend that proposed condition 24 is deleted and replaced with the suggested condition as underlined:</p> <p>We also note with the extension of the link road to Vintage Street there will several options available for the intersection treatment at Blondie Drive. The options will be right turn bays on the link Road with full movements in and out of Blondie Drive or a left in/left out scenario from the link road into Blondie Drive with a small roundabout at the Vintage Street intersection to facilitate this layout scenario.</p>

Draft Condition Number	Support / Delete	Changes Sought (bold, italics underline for suggested additions, and strike through for suggested deletions).	Comment
28	Support	Residential, business and community facilities development lots shall have no direct vehicle access to Shortcut Road or SH8B or SH6.	Retain as notified
29	Support	Condition 28 shall be subject to a consent notice that shall be registered on the records of title for development lots fronting Shortcut Road, SH8B or SH6, pursuant to section 221 of the Resource Management Act 1991.	Retain as notified.
32	Support in part	<p>Until the construction of the roundabout at SH8B/Barry Avenue <i>and the pedestrian/cyclist underpass</i> is completed, Code of Compliance certification under the Building Act shall be limited to:</p> <p>(a) no more than 176 residential dwelling building consents or;</p> <p>(b) any retail or commercial building consent (but excluding a community building), and no commercial building, or no more than 176 residential buildings, shall be occupied, including the cellar door, shop/café, and / or travellers accommodation.</p> <p>Advice Note: This allows construction of residential and commercial buildings concurrent with the construction of the SH8B roundabout <i>and the pedestrian/cyclist underpass</i>, but dwellings or commercial premises may not be occupied until completion of the roundabout <i>and the pedestrian/cyclist underpass</i>.</p>	<p>This condition is intended to ensure that the infrastructure required for safe access to the site and operation of the SH8B is provided at the appropriate stage of the development. This needs to include both vehicle access as well as access for vulnerable users crossing SH8B.</p> <p>Therefore, it is recommended that the construction of the underpass including the pathway connections is included in this staging condition along with the roundabout to reduce the risk of pedestrians and cyclist crossing SH8B.</p>
58	Support in part	<p>A continuous cycle/walkway shall be provided from the entrance/exit to the underpass through the site connecting to the central greenway and Shortcut Road. The path shall:</p> <p>(a) have a minimum width of 2m <i>3m</i> and a depth of 30mm asphaltic concrete, standard concrete or concrete paver footpath;</p>	The width of the underpass is 3m and it is considered the cycle /walkways should be at least consistent with the width provided at the underpass.

Draft Condition Number	Support / Delete	Changes Sought (bold, italics underline for suggested additions, and strike through for suggested deletions).	Comment
		<p>(b) match crossing points on intersected streets to NZS4121:2001 requirements;</p> <p>(c) provide appropriate reserve lighting.</p>	
69	Support	<p>The ramp approaches to the underpass within the Wooing Tree Estate land shall be designed and constructed to meet NZ standards for pedestrian and disabled access including maximum gradients. The cycleway/walkway shall be constructed to the requirements detailed in Condition 58 (cycleways/walkways). Batter slopes along the cuttings leading into the underpass shall be constructed or retaining walled to ensure safety of the pathway users and presenting an attractive low maintenance appearance.</p>	Retain as notified.
60	Support	<p>The underpass shall align to a road or laneway to the north providing a footpath or walkway that connects through the street network and / or laneways to the greenway.</p>	Retain as notified.
68	Support	<p>A draft of the CTMP shall be submitted for certification to the CODC 5 working days prior to the commencement of physical works associated with this application for stage 2 and four weeks prior to the commencement of physical works associated with this application for stage 3 and 4. The CTMP for stage 4 shall be submitted for certification to WK-NZTA four weeks prior to the commencement of physical works associated with this application.</p>	Retain as notified.
69	Support	<p>The CTMP shall be amended to take account of any requirements of CODC provided by the CODC and WK-NZTA (for stage 4) within 5 working days for stage 2 and 15 working days for Stage 3 and 4 of having received the draft CTMP. All works shall be undertaken in compliance with the certified CTMP.</p>	Retain as notified.

Draft Condition Number	Support / Delete	Changes Sought (bold, italics underline for suggested additions, and strike through for suggested deletions).	Comment
70	Support	No direct access to the site off SH8B shall be permitted without the express approval of WK-NZTA. All construction activity shall enter off Shortcut Road or the Barry Avenue roundabout when operational, unless otherwise authorised by WK-NZTA.	Retain as notified
71	Support	No site construction shall enter off SH6	Retain as notified
82	Support	A consent notice shall be placed on the titles of all lots covered by Land Use Condition 111 requiring noise attenuation for new residential buildings located on lots within the Residential Resource Area, the Residential Resource Area (3) and the Residential Resource Area (11) in the Wooing Tree Overlay Area within 80m of the carriageway edge of SH6 or SH8B to meet noise performance standards for noise from traffic on SH6 or SH8B	Retain as notified
83	Support	Prior to the issue of 224(c) for any relevant stage of the development, a bund shall be formed on the frontage of SH8B and / or SH6 as shown on the urban design and landscape statement by Baxter Design dated 27/07/21. The bund shall be generally in accordance with the cross-section shown on the plan.	Retain as notified.
109	Support	New residential buildings located on lots within the Residential Resource Area, the Residential Resource Area (3) and the Residential Resource Area (11) in the Wooing Tree Overlay Area within 80m of the carriageway edge of SH6 or SH8B shall be designed and constructed to meet noise performance standards for noise from traffic on SH6 or SH8B that will not exceed 35dBA LAeq (24hr) in bedrooms and 40dBA LAeq (24hr) for other habitable rooms in accordance with the satisfactory sound levels recommended by Australian and New Zealand Standard AS/NZ2107:2000 Acoustics – Recommended design sound levels and reverberation times for building interiors.	Retain as notified.

Draft Condition Number	Support / Delete	Changes Sought (bold, italics underline for suggested additions, and strike through for suggested deletions).	Comment
		A consent notice to this effect shall be placed on the title of all relevant lots. (Refer Subdivision condition 82)	
110	Support	Where a dwelling requires that windows are closed in order to achieve the internal noise levels specified in Condition 109, an alternative means of temperature control (heating and cooling) shall be provided. An alternative means of providing fresh air for ventilation that meets the requirements of Building Code clause G4 shall also be provided.	Retain as notified.
129	Support	129. Permanent signage on the site shall either: (a) comply with the CODC District Plan and bylaws, or (b) shall be generally in accordance with the plans by FDA plans numbers 1354 A901 Rev C, 1347 PSK 097 Rev B and 1347 A 102 L M - dated July 7 September 2021.	Retain as notified
131	Support in part	Any sign facing SH8B shall not portray videos or moving images or any interactive light display that will cause driver distraction; provided this does not limit signs which rotate through a series of images or constant lighting patterns. <u>All signs shall only relate to activities on the Wooing Tree Estate site, and any that rotate through a series of images shall be restricted to a minimum dwell time of 12 hours.</u>	The application includes two pylon signs adjacent to the SH8B roundabout associated with the cellar door and café activities which include the function to rotate through a series of images. Given the proposed location of these signs there is potential for driver distraction and therefore an additional control on the minimum dwell time of 12 hours is recommended.
134	Support in part	Temporary signage on the site shall be generally in the location shown on plans by Veros dated September 2021 drawing number 1-7 Revision 3, <u>but shall not be located closer than 100m from the SH6/SH8B intersection or the Shortcut Road/ SH8B intersection;</u> and: (a) Primary signage:	The plans show large temporary signage close to the intersections of SH6/SH8B and Shortcut Road/ SH8B. In particular Sign E and A as shown on the temporary sign plan showing the location of these signs. This signage should be shifted away from the intersections so they cannot be viewed from these intersections and become a distraction to drivers on the highways.

Draft Condition Number	Support / Delete	Changes Sought (bold, italics underline for suggested additions, and strike through for suggested deletions).	Comment
		<p>(i) shall enable up to 5 temporary sign for the duration of the development phase.</p> <p>(ii) shall not exceed a height of 4m.</p> <p>(iii) shall not exceed or a gross area of 6m² for signs mounted on a pole structure or and 18m² for signs mounted on a trailer. (iv) may portray images on both sides of the signage panel.</p> <p>(b) Supplementary signage:</p> <p>(i) Way finding signage not exceeding 1.2m² in size or a height of 1.8m, may be erected identifying the location of any sales office and the interim location of the Wooing Tree Cellar Door.</p> <p>(ii) Up to an additional 14 signs not exceeding 2.2m² in size or a height of 1.5m, maybe erected may be erected at the perimeter of the site naming the subdivision and stating that sections are for sale.</p> <p>(c) Any other signage shall comply with the CODC District Plan and Bylaws.</p>	