

Waka Kotahi NZ Transport Agency Reference: 2021-0523

3rd May 2022

Springhill Farm Holdings
C/- Jason Kaye
Development Nous Ltd
PO Box 385
HASTINGS 4156

Sent via: jason.kaye@developmentnous.nz

Dear Jason,

PROPOSED 312-LOT RURAL RESIDENTIAL SUBDIVISION – 1080, 1152 AND 1200 STATE HIGHWAY 50 AND 604 AND 612 WAKARARA ROAD, ONGAONGA – SPRINGHILL FARM HOLDINGS

Thank you for your request for written approval from Waka Kotahi New Zealand Transport Agency (Waka Kotahi). Your proposal has been considered as follows:

Proposal

Resource consent is sought for the following activities:

- To undertake a staged subdivision of a number of rural allotments to form 312 rural-residential lots, and the associated formation of a roading network, drainage, servicing infrastructure, and earthworks.
- The subdivision will occur in sixteen separate stages to enable progressive release of created lots, and formation of required access infrastructure.
- Access to the internal road layout of the development will be from a new external road connection to Wakarara Road and a new road connection to State Highway 50. The new intersection proposed on State Highway 50 is approximately 980m north of the intersection with Wakarara Road, and the new intersection on Wakarara Road is approximately 500m north of the intersection with State Highway 50.
- The new intersection with State Highway 50 will include a right turn bay into the development for southbound State Highway 50 traffic and auxiliary left turn treatment into the development for northbound State Highway 50 traffic. This intersection will be formed prior to s224(c) certification for Stage 2 of the subdivision.
- Improvements are also proposed for the intersection of State Highway 50 and Wakarara Road in the form of a right turn bay for southbound State Highway 50 traffic turning into Wakarara Road and an auxiliary south bound left turn treatment. These intersection improvements will be completed prior to s224(c) certification for Stage 4 of the subdivision.
- The exceptions to these arrangements are as follows:
 - Lots 1 to 12 have direct access to Wakarara Road (Lots 7 and 8 are to be confirmed);
 - Lots 146 to 149 have access to Wakarara Road via shared driveway (12.5m wide);
 - Lot 26 and Lot 129 (existing dwellings) will retain their existing accesses to SH50; and
 - All other lots are accessed from the internal subdivision network.
- The internal subdivision road network is made up 20m and 15m wide transport corridors and private access lots. These provide for vehicle, pedestrian and cycle access and movement around the subdivision.

Assessment

In assessing the proposed activity, Waka Kotahi notes the following:

- The applicant has consulted with a Senior Safety Engineer from Waka Kotahi regarding the access arrangements for the proposed subdivision in terms of access and intersection design and timing/staging of the works in relation to access works.
- Waka Kotahi is satisfied that with the inclusion of the conditions outlined below within the resource consent application, that the effects of the proposal on the state highway network can be adequately managed.

Limited Access Road (LAR)

Your client's site adjoins State Highway 50 which is identified as a limited access road. Per Section 91 of the Government Roading Powers Act 1989, to access your client's site your client requires a crossing place authorised by the Waka Kotahi. In this instance the site is located along the following LAR section: Waipawa River Bridge to SH 2 Junction. The following crossing places are associated with the site:

- CP712 – an existing farm gate located opposite the access for the property at 1231 State Highway 50 to be closed;
- CP711 – to be retained to provide access to Lot 26;
- CP710 – an existing access in the location of the proposed new intersection with State Highway 50. Crossing place notice to be cancelled.
- CP708 – to be retained to provide access to Lot 129

Conditions

In discussion with Waka Kotahi you have agreed to include the following conditions as part of your client's resource consent application:

1. Stages 1 to 4 of the development, excluding associated infrastructure, shall proceed in numerical order in accordance with the stages identified in Plan H20210003-C010 (Revision 1). Only Stages 1 and 2 may be developed until such time as the formation of a new intersection with State Highway 50, between Lots 89 and 90 has been completed and is operational.
2. Prior to works occurring within the road reserve for the relevant stage, including formation and improvements of intersections and accesses, the consent holder shall submit to Council a copy of the NZ Transport Agency's approval to undertake works on the State Highway (as detailed in advice notes a - c).
3. Prior to the issuing of certificates pursuant to Section 224(c) of the Resource Management Act 1991 for stages 2 and 4 of the subdivision, the consent holder shall provide to Council, written approval from the NZ Transport Agency confirming that the relevant intersections with State Highway 50, have been constructed to the NZ Transport Agency standards.
4. Following the development of Stages 1 and 2, only Stages 3 and 4 may be developed until such a time that improvements to the intersection of State Highway 50 and Wakarara Road have been completed. Upon completion of the intersection improvements, the other stages of the development can be undertaken.
5. The existing vehicle crossings to proposed Lot 26 (CP711) and Lot 129 (CP 708) shall be upgraded in accordance with the NZ Transport Agency's Diagram C standard as outlined in the Planning Policy Manual (2007) and to the satisfaction of the NZ Transport Agency Network Manager.
6. Prior to the issuing of certificates for Lot 26 and Lot 129, pursuant to Section 224(c) of the Resource Management Act 1991, the consent holder shall provide to Council, correspondence from the NZ Transport Agency confirming that works in the State Highway, including the upgrading of the existing vehicle crossings, have been constructed to the NZ Transport Agency standards.
7. Prior to the issuing of certificates for Lots 26 and Lots 129 pursuant to Section 224(c) of the Resource Management Act 1991, the consent holder shall provide to Council confirmation that NZ Transport Agency has been advised of

the new Records of Title to issue and received the approved survey plan, to facilitate the registration of any new Crossing Place (CP) Notices against those new titles, under Section 91 of the Government Roding Powers Act 1989.

8. Prior to the issuing of certificates pursuant to Section 224(c) of the Resource Management Act 1991 for Stage 1 of the subdivision, the consent holder shall provide to Council, written approval from the NZ Transport Agency confirming that the existing vehicle crossing (farm gate - CP712) located opposite the access for the property at 1231 State Highway 50, has been permanently closed, including reinstatement of any fence line, grassed areas, berm, highway drainage or kerb. Reinstatement works shall be consistent with the adjacent road reserve treatment, to the satisfaction of the NZ Transport Agency Network Manager.
9. Pursuant to Section 221 of the RMA, a consent notice shall be registered on the titles of all new lots located within the effects buffer identified on Plan H20210003-C100 (Revision 1). The consent notice shall state that any new dwellings constructed on these lots and within the effects buffer area must be designed, constructed and maintained to achieve a design noise level of 40 dB L Aeq(24h) inside all habitable spaces within the effects buffer area.
10. Pursuant to Section 221 of the RMA, a consent notice shall be registered on the titles of the following lots which states that direct access to State Highway 50 is prohibited: Stage 1: 20, 21, 22, 23, 24; Stage 2: 89, 90, 92, 93, 94; Stage 3: 73, 74, 75, 76; Stage 4: 12; Stage 8: 113, 114, 115, 116, 117; Stage 10: 130, 131, 132.

Determination

On the basis of the above assessment of the proposed activity, and the conditions volunteered by the applicant, Waka Kotahi provides written approval under section 95E of the Resource Management Act 1991.

Limited Access Road

As the site fronts a Limited Access Road, Waka Kotahi provides approval under Section 93 of the Government Roding Powers Act 1989 for the site to gain direct access from the State Highway as described in this written approval.

Advice Notes

- a) It is a requirement of the Government Roding Powers Act 1989 that any person wanting to carry out works on a state highway first gain the approval of Waka Kotahi NZ Transport Agency for the works and that a Corridor Access Request (CAR) is applied for and subsequently a Work Access Permit issued before any works commence.
- b) Detailed design approval will be required prior to the CAR process. In developing the detailed design, the consent holder will need to consult with the Waka Kotahi appointed state highway maintenance contractor for Hawkes Bay (Higgins) and a Waka Kotahi Safety Engineer (Ben Grapes).
- c) A CAR is made online via www.beforeudig.co.nz and/or www.submitica.co.nz. The CAR needs to be submitted at least 15 working days before the planned start of works. A copy should also be sent to the Waka Kotahi NZ Transport Agency environmental planning team at environmentalplanning@nzta.govt.nz. The Corridor Access Request will need to include:
 - i) The approved detailed design for those works within the state highway corridor.
 - ii) A Construction Traffic Management Plan that has attained approval from the Waka Kotahi appointed state highway maintenance contractor for Hawkes Bay (Higgins).

Expiry of this approval

Unless resource consent has been obtained this approval will expire two years from the date of this approval letter. This approval will lapse at that date unless prior agreement has been obtained from Waka Kotahi.

If you have any queries regarding the above or wish to discuss matters further, please feel free to contact Sarah White via email at sarah.white@nzta.govt.nz or you can contact the environmental planning team at the following email address – environmentalplanning@nzta.govt.nz.

Yours sincerely



Sarah White

Planner

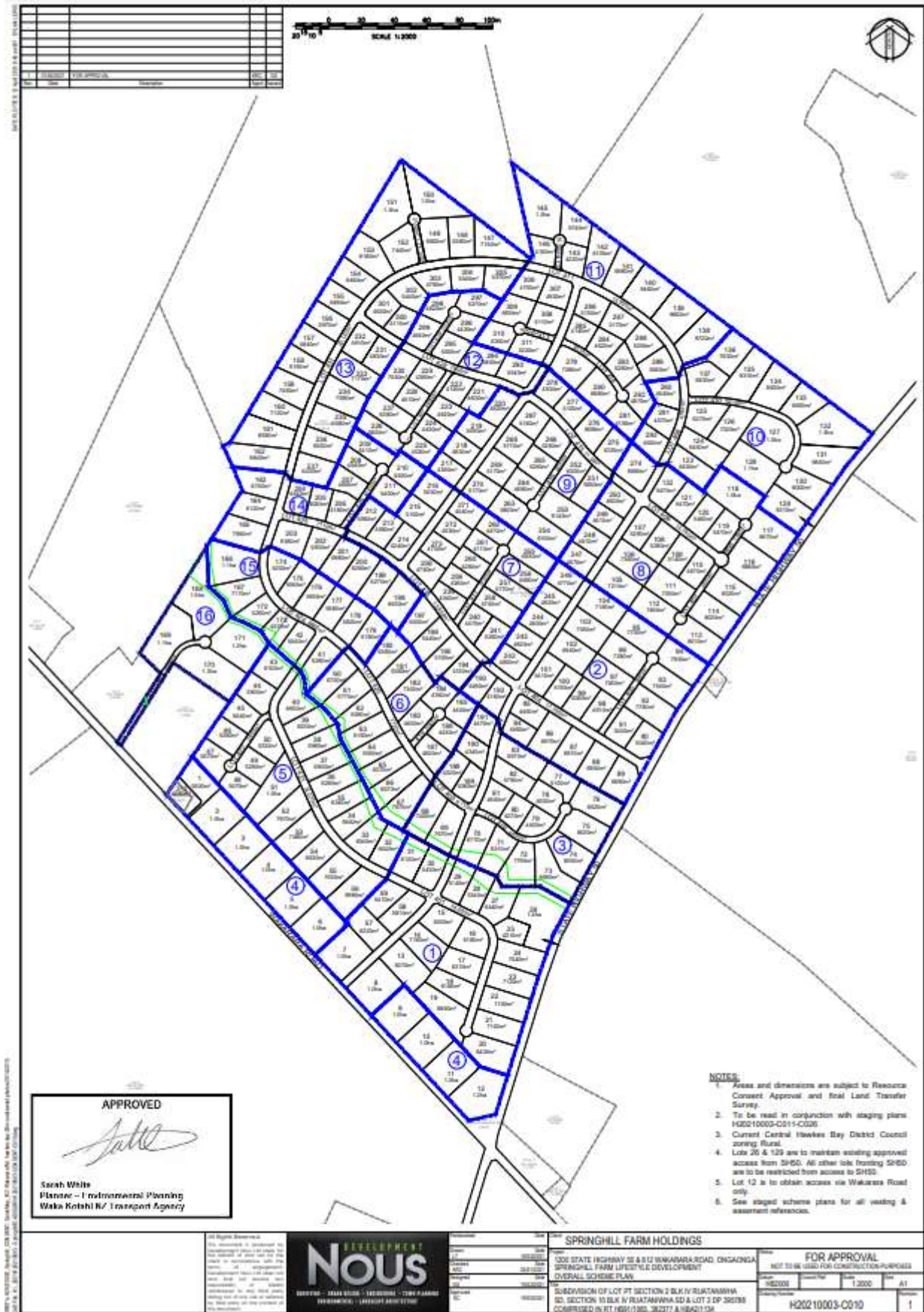
Environmental Planning, System Design, on behalf of Waka Kotahi NZ Transport Agency.

cc: Ben Grapes
Jennifer Wilson-Kaio

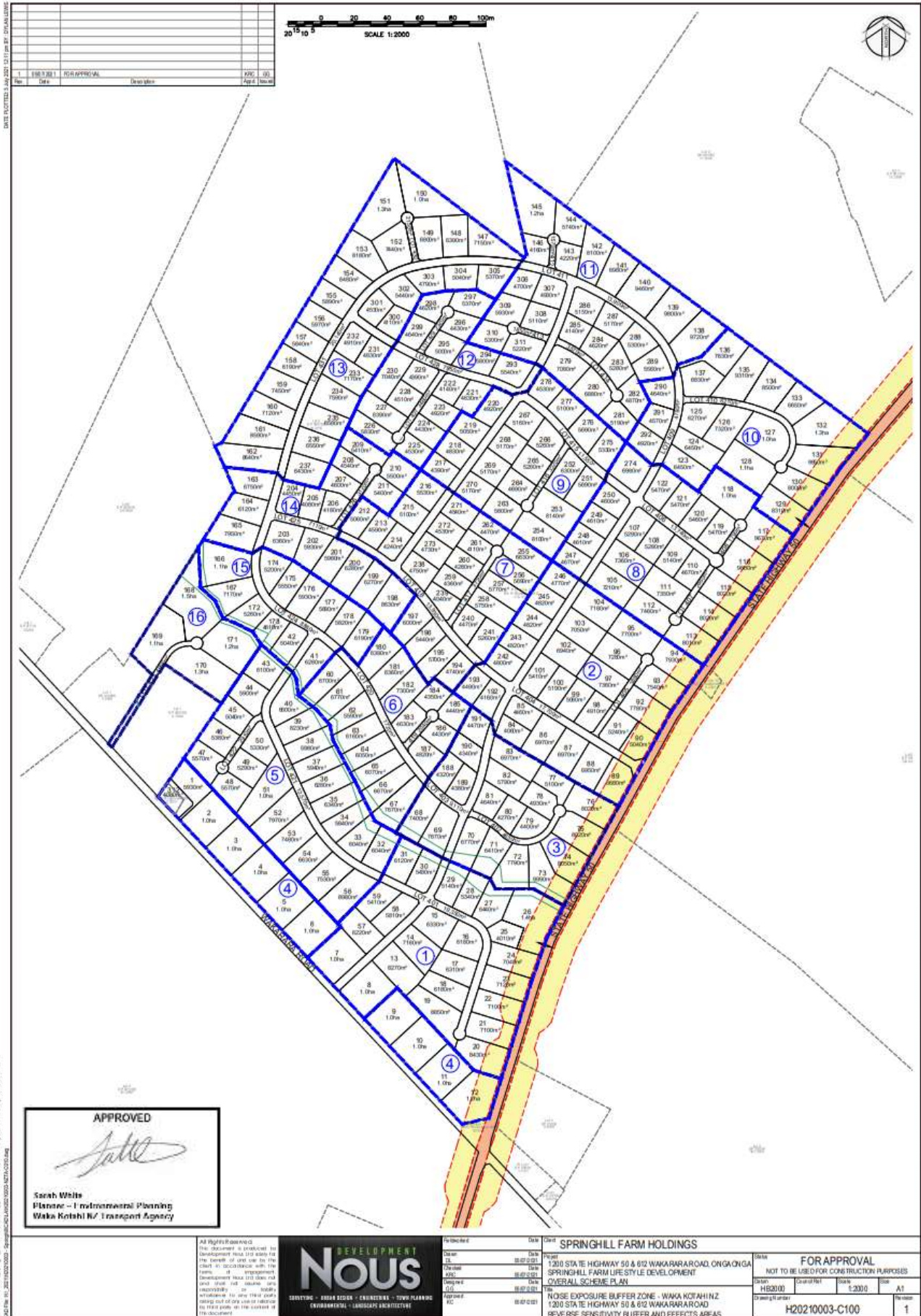
Enclosed:

- Attachment 1: Proposed Scheme Plan with Development Staging
- Attachment 2: Reverse Sensitivity Buffer Map

Attachment 1: Proposed Scheme Plan with Development Staging



Attachment 2: Reverse Sensitivity Buffer Map



APPROVED

Sarah White

Sarah White
 Planner - Environmental Planning
 Waka Kotahi NZ Transport Agency

All Rights Reserved
 This document is prepared for
 Development Hous (1) only for
 the benefit of use for the
 chart in accordance with the
 terms of the development
 consent. It is not intended
 to be used for any other
 purpose. No liability is
 accepted for any loss or
 damage arising out of use or
 reliance on this plan or the content
 of this document.



Client: SPRINGHILL FARM HOLDINGS	
Drawn: [Name]	Date: [Date]
Checked: [Name]	Date: [Date]
Approved: [Name]	Date: [Date]
Project: [Name]	Date: [Date]
Site: [Name]	Date: [Date]
Scale: [Name]	Date: [Date]

FOR APPROVAL			
NOT TO BE USED FOR CONSTRUCTION PURPOSES			
Date: H20210003-C100	Scale: 1:2000	Sheet: 1	Total: 1
Project: H20210003-C100			Rev: 1