



STAFF REPORT

Attachment 3

TO: Environment & Planning Subcommittee

FROM: Dugald Ley – Development Engineer

REFERENCE: RM060419

SUBJECT: **ST ARNAUD TRUSTEE SERVICES LIMITED – REPORT EP07/05/13** – Report prepared for 14 May 2007 hearing

1. INTRODUCTION

The above application is located on the eastern outskirts of St Arnaud Village off State Highway 63 and opposite a recent “King Turner” subdivision where Toutouwai Place and Brookvale Drive are located and will create an extra lot for residential purposes.

2. BACKGROUND

As mentioned in the planners’ report the applicant’s Rural 2 zoned land is surrounded by conservation land to the north and residential land to the south (across State Highway 63).

It has frontage to State Highway 63 which has an average daily traffic count of 600-650 vpd. The entrance to the property is located on the 100 km/hr open road section of the highway with the 70 km/hr speed restriction sign located some 60 metres to the west.

The existing entrance is sealed for at least 5.0 metres from the existing edge of the State Highway 63 sealed carriageway and is in general accordance with Diagram 1 of 16.2c. The entrance is in a good location in regard to sight distance and I believe this entrance has had approval from Transit NZ and has been in existence for just one to two years.

The previous entrance (which was not in an ideal location due to the vertical alignment of State Highway 63 in the westerly direction) is located over a paper road. This has now been abandoned to serve the applicant’s land. This paper road does give access and frontage to other land and it is likely that it may be used in time due to a parcel of land which has a title but no dwelling erected upon it.

I understand issues with neighbours as to fencing and periodical access may be highlighted at this hearing however this paper road and access does not form part of the application and therefore is not an issue to be addressed by this Committee.

As mentioned above, the access onto the applicant’s land is generally of a good standard as per the PTRMP and as per Diagram 1 of Schedule 16.2c and is a competent vehicle crossing for up to six dwellings.

It is also evident that the majority of dwellings in St Arnaud are used for holiday accommodation. With this in mind, a typical residential property in an urban locality contributes approximately 10 vehicle movements per day and a dwelling in a rural location contributes between six-eight vehicles per day. In my opinion in this location and with likely holiday use, the traffic movements would be in the order of two-four vehicles per day, averaged over the year. It is my opinion therefore that the two users of this access will have only little, if any, or very minor effects on the functioning of the road network.

A right-of-way is to be created over Lot 2, pertinent to Lot 1 for a distance of some 35 metres from the carriageway of State Highway 63. As the existing entrance on road reserve is sealed and in keeping with the natural environment (and to not cause increased stormwater runoff of sealed surfaces) it is therefore appropriate that the right of way be constructed to an "all weather" surface i.e. compacted basecourse together with side drains and culverts draining to the adjoining stormwater drain to the north-east within Lot 2.

Power and telephone are advised by the applicant to be available at the boundary and these will be required to be undergrounded to the future dwelling at the time of building consent.

Issues of servicing for wastewater, stormwater disposal and water supply will be dealt with in separate reports from other officers.

I offer the following comments in regard to Wastewater. Council has capacity in its reticulation system for one extra user. The system is located on the southern side of the State Highway berm area where an existing manhole is located and a connection could be made to that line. The State Highway 63 however comes under the responsibility of Transit and consent would be required across their land. The invert level of the manhole and the level of a future building site would require some form of pressurised pumping line and private pump at the dwelling. From Council officers experience, when these system are used in holiday type areas where there is infrequent use and various users who are unfamiliar with their maintenance, the system ultimately falls into disrepair and causes problems with odours and over flows when pumps seize up etc, hence my recommendation that this may be not be an ideal solution engineering wise but may be a better option if an onsite disposal area cannot be confirmed to comply. Under section 599 of the Local Government Act 1974 (copy attached) Councils can require properties to connect to reticulated systems if the property boundary is within 30 metres of the system and the dwelling is within 60 metres of the system, in this instance both the requirements are met. If connection to the TDC reticulation system is the preferred option, then Transit will need to grant approval as they are an affected party.

3. CONCLUSION

In terms of engineering concerns, the addition of one extra dwelling (which will have access via an existing formed entrance which is the limited access crossing authorised by Transit NZ) will have only very minor effects and if the Committee were of a mind to grant consent then the following conditions could form part of the consent conditions:

1. The access (from the edge of the existing carriageway seal to at least 6m towards the property) shall be sealed with a 2 coat chip seal i.e. grade 4 and 6.
2. The remaining parts of the access denoted as right-of-way servicing Lots 1 and 2 shall be formed with a minimum 150mm of AP40 compacted basecourse together with a culvert crossing as required to gain access onto the body of Lot 1 and with the formation of side drains to convey stormwater runoff away from the right-of-way pavement.
3. Confirmation from the utility operator that power and telephone are available at the boundary and that it can service the proposed house on Lot 1 via underground supply.
4. Should consent be approved for a sewer connection across the State Highway 63 then an engineering plan plus as built will be required which will show a gravity system into the TDC manhole together with odour control measures at the applicants boundary. Transits approval shall be endorsed on the plans.
5. All work shall be certified by a Chartered Professional Engineer and this certification be provided to Council prior to the issue of a 224 Certificate.

A Development Contribution for roading for one extra lot is required prior to a 224 Certificate being issued

Dugald Ley
Development Engineer