

Report No:	REP12-04-02
File No:	RM110916
Report Date:	5 April 2012
Decision Required	

Report to: Commissioner Hearing
Meeting Date: Monday, 23 April 2012
Application: RM110916 - R and S Eastell
Report Author: Jane Harley, Consent Planner - Land Use

1. INTRODUCTION - APPLICATION BRIEF

1.1 Proposal

To establish a community activity, namely an early childhood learning centre, including the erection of two signs. The centre will cater for up to 60 children at any one time between the ages of three months and six years. The facility will be open from 7.00 am to 6.00 pm Monday to Friday but closed on public holidays. The facility will be staffed by up to seven full-time equivalent staff.

The proposal provides for fourteen on-site car parks.

See Appendix 5 "Plan A" attached for site plan.

1.2 Location and Legal Description

The property is located at 219 Main Road Hope, Richmond. (See Appendix 1 attached)

The legal description of the land is Lot 9 DP 4405 described in Certificate of Title NL111/21.

1.3 The Setting

The application site is a corner site, with an area of 4216 square metres containing an existing dwelling and large gardens. The site adjoins State Highway 6 to the north west and Ranzau Road to the north east. There are two current access crossings onto the site, one from each of the adjoining roads.

The surrounding land uses are mixed use residential and rural, with a corner shop on the opposite side of Ranzau Road. The site and all of the surrounding land is zoned Rural 1.

The application seeks to convert the existing residence into the early childhood learning centre, removal of the State Highway crossing place and use of dual crossings (an entry and an exit) off Ranzau Road.

1.4 Zoning and Consent Requirements

The subject properties are zoned Rural 1 under The Tasman Resource Management Plan. (See Appendix 2 attached) This zoning is considered to be operative (as there are no outstanding appeals of relevance to this proposal), so no analysis is given of the Transitional Plan provisions.

The Tasman Resource Management Plan provides the following definition of community activity:

“Community Activity - means the use of land and buildings for the primary purpose of health, welfare, care, safety, education, culture or spiritual well-being, but excludes recreational activities. A community activity includes schools, **preschools, day-care facilities**, hospitals, doctors surgeries and other health professionals, churches, halls, libraries, community centres, police stations, fire station, ambulance station, courthouse and probation and detention centres.”

The application does not comply with the Rural 1 Zone Permitted Activity Rules in the following respects:

Rule 17.5.2.1(b)(vi) The proposal involves a community activity which is not a permitted activity in the Rural 1 Zone;

Rule 17.5.3.1(l) The building will no longer be a dwelling therefore building coverage (max 200m²) will be exceeded by the conversion of the building in to an early childhood learning centre;

Rule 16.2.2.2 (d) the activity is deemed to be a traffic sensitive activity on a site that has frontage (but not access) to an arterial road;

Rule 16.2.2.2 (h) the activity will not provide a dedicated loading bay;

Rule 16.1.5.1 the activity involves more than one sign, one on each frontage and each of 2m² in area;

The proposed activity does not comply with the permitted activity Rural 1 Zone, Outdoor Sign and Advertising and Transport rules above, and the application is therefore deemed to be a restricted discretionary activity under Rules 16.1.5.4, 16.2.2.6, 17.5.3.3 and 17.5.2.8 of the Tasman Resource Management Plan.

The main resource management effects generated by this application are outlined and discussed in Section 5.3 - Assessment of Environmental Effects.

2. CONSULTATION

The application stated that consultation was undertaken with directly adjoining and surrounding property owners/occupiers of neighbouring sites prior to the application being lodged with Council. Seven parties were identified by the applicant as being potentially affected by the proposal and the following written approvals were submitted by applicant prior to the limited notification of the application on 25 January 2012:

- New Zealand Transportation Authority (NZTA) in relation to the State Highway Network;
- Kevin Luff of 242 and 244 Ranzau Road, Hope;
- Colin Carson of Cars and Trucks Holdings Limited, landowner of 205 Main Road Hope and 229 Ranzau Road, Hope (however further roading issues were raised by Mr Carson and he was included in the limited notification process also);
- C J Fraser of 235 Main Road Hope;
- D H and D J McDowell of 246 Ranzau Road;
- A F Delaurier and D A Faulhaber of 240 Ranzau Road (this was submitted 16 February 2012 after an agreement was reached by way of a rural emanation easement and the applicant volunteering certain conditions of consent).

3. NOTIFICATION AND SUBMISSIONS

3.1 The application was notified using limited notification to 16 parties on Wednesday, 25 January 2012. Submissions closed on Friday, 24 February 2012.

Five submissions were received; two in support (with conditions) and three in opposition to the application. Four submitters wish to be heard at a hearing.

The submissions have been summarised into the tables below: See Appendix 3 for the location of submitters in relation to the proposal.

3.2 Submissions in Support (two)

Submission No.	Submitter	Reasons	Decision
1	Stephen Gray	support the application subject to the following conditions: (1) NZTA provide the Council with a detail assessment of the impact of the proposal on congestion and safety (most particular maintain or improving the visibility at the intersection.) (2) Council impose a 40km/ph speed limit on the 200m from the intersection down Ranzau Road East and consider making the left hand side (opposite 219 Main Road boundary) as a "no parking" or commercial vehicle "loading zone" only.	Approve with conditions Wishes to be heard.
2	Colin Carson	Support the application subject to the following conditions: (1) To establish formalised verges on the north side of Ranzau Road immediately opposite the proposed childcare site to allow for parking controls to be notified in the form of yellow lines, notices and formed driveway.	Approve with conditions Wishes to be heard.

3.3 Submissions in Opposition (three)

Submission No.	Submitter	Reasons	Decision
3	Vicki Matheson and Tim Dodgshun	<p>Increase of traffic on a relatively quiet rural road and impacting on rural atmosphere;</p> <p>Increase in traffic at the main road intersection that is already difficult to navigate and currently experiences delays;</p> <p>On street parking may conflict with patrons of the store;</p> <p>Detract from the quality of the local environment and transportation network;</p> <p>Urban activity proposed in a rural location.</p>	<p>Decline</p> <p>Does not wish to be heard.</p>
4	Barry J Strange	<p>No formed on street parking on the northern side on Ranzau Road East and many entrances with potential to be parked over. Current seal on this side is showing signs of breaking up. Regular use of the section of the road will cost the Council/ratepayer large amount in repairs.</p> <p>70km p/h speed limit in front of the childcare centre entrance, makes it more dangerous than the application stated;</p> <p>Serious concerns about the Main Road Hope and Ranzau Road East intersection, which has very poor visibility for vehicles moving out of Ranzau Road East. The change in road rules in March 2012 and the flooding during December will make it worse;</p> <p>Conflicts with current parking and loading issues relating to the store and intersection</p>	<p>Decline</p> <p>Wishes to be heard.</p>
5	Wayne Verry	<p>Main reasons for opposition is access, carparking and traffic flows on the Ranzau Road East/Main Road Hope;</p> <p>Hours conflict with existing peak traffic times;</p> <p>Disagree with application stating that the impact on the traffic safety and efficient on the local road network will be no more than minor;</p>	<p>Decline</p> <p>Wishes to be heard.</p>

3.3.1 The three submissions that oppose the application have identified very similar issues that are all directly related to traffic, access and parking. These matters are discussed in more detail under the assessment of effects section 5.3 of this report.

4. STATUTORY CONSIDERATIONS

4.1 Resource Management Act

4.1.1 Part II Matters

In considering an application for resource consent, Council must ensure that if granted, the proposal is consistent with the purpose and principles set out in Part II of the Act.

If consent is granted, the proposed activity must be deemed to represent the sustainable use and development of a physical resource and any adverse effects of the activity on the environment are avoided, remedied or mitigated.

These principles underpin all relevant Plans and Policy Statements, which provide more specific guidance for assessing this application.

4.1.2.1 Section 104

Subject to Part II matters, Council is required to have regard to those matters set out in Section 104. Of relevance to the assessment of this application, Council must have regard to:

- Any actual and potential effects of allowing the activity to proceed (Section 104 (1)(a));
- Any relevant objectives and policies in the Tasman Regional Policy Statement and the Tasman Resource Management Plan (Section 104(1)(b));
- Any other relevant and reasonably necessary matter(s) to determine the consent (Section (1)(c)).

In respect of Section 104(1)(b), the Tasman Resource Management Plan is now considered to be the dominant planning document, given its progress through the public submission and decision-making process.

Section 104C sets out the framework for granting or declining consent based on the status of an activity as set out in the relevant Plan.

4.2 Tasman Regional Policy Statement

The Regional Policy Statement seeks to achieve the sustainable management of land and coastal environment resources. Objectives and policies of the Policy Statement clearly articulate the importance of protecting land resources from inappropriate land use and development.

Because the Tasman Resource Management Plan was developed to be consistent with the Regional Policy Statement, it is considered that an assessment under the Proposed Plan will satisfy an assessment against Policy Statement principles.

4.3 Tasman Resource Management Plan

The most relevant Objectives and Policies are contained in: Chapter 5 “Site Amenity Effects”, Chapter 7 “Rural Environment Effects” and Chapter 11 “Land Transport Effects”. These chapters articulate Council’s key objectives: To ensure land uses do not significantly adversely affect local character, to provide opportunities for a range of activities in rural areas and ensure land uses do not reduce the productive value of the rural land or significantly adversely affect the safety and efficiency of the transport system.

The most relevant Rules which follow from these imperatives are contained in Chapter 16.1 (Outdoor Signs and Advertising), Chapter 16.2 (Transport - Access, Parking and Traffic) and Chapter 17.5 (Rural 1 Zone Rules).

Details of the assessment of the proposed activity in terms of these matters are set out in the chapters following.

5. ASSESSMENT

In accordance with Section 104 of the Resource Management Act, Council must consider the actual and potential effects on the environment of allowing the activity, have regard for any relevant objectives, policies, rules, and consider any other matters relevant and reasonably necessary to determine the application.

5.1 Pursuant to Section 104C of the Act the Council must consider only those matters over which discretion is restricted in national environment standard or other regulations and matters it has restricted the exercise of discretion in its plan. The consent authority may grant or refuse an application. If it grants resource consent for a restricted discretionary activity it may impose conditions for those matters over which discretion is restricted in national environment standard or other regulations and matters it has restricted the exercise of discretion in its plan.

5.2 The matters to which the Council has restricted its discretion in relation to his application for a community activity can be found in Section 17.5.2.8 of the Tasman Resource Management Plan. For the purposes of this assessment these are the matters that are considered most relevant:

- (1) *The extent to which the activity will result in loss of rural character.*
- (2) *The ability to mitigate adverse noise and visual effects by screening of activities from adjoining roads and sites.*
- (3) *The scale of any building, structures and car parking compared to existing permitted development.*
- (4) *Adverse effects of the activity in terms of traffic and parking congestion on site and safety and efficiency of roads giving access to the site.*
- (5) *The duration of the consent and the timing of reviews of conditions.*
- (6) *Financial contributions, bonds and covenants in respect of performance of conditions.*

5.3 Assessment of Environmental Effects

Following site visits and consideration of the matters raised by submitters it is clear that the adverse effects both actual and potential can be summarised into the following groups:

1. Rural Character and Amenity Values (including noise effect)
2. Traffic and parking effects

All of these matters are assessed in this part of the report, however the issues raised by submitters are predominantly traffic safety and parking related therefore this forms the basis for the majority of the discussion below.

Pursuant to Section 104(1)(a) of the Resource Management Act, the following effects assessment has been set out:

5.3.1 Rural Character and Amenity Values

Amenity values, as defined in Section 2 of the Resource Management Act 1991, mean:

“those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.”

Pre-schools and day care facilities are, inter alia, defined in the Tasman Resource Management Plan as Community Activities and have been traditionally located in Residential Zones and within communities where they are easily accessible for the local residents. This location has been chosen by the applicants as they and their long standing employee (resident of Hope community) have identified a growing need for early childcare education in and around Hope. There are no preschool facilities in the 7.5 km (approx) between Richmond and Brightwater. The location, while being rurally zoned is situated in the heart of the Hope residential community and in close proximity to the Ranzau and Hope Schools where such a development would be expected to meet the needs of the local community.

Submitters have not raised concern relating to noise or specific amenity issues. However general amenity as well as traffic related amenity is discussed in this section. One submission raised the matter of the rural location (quiet rural road) as being unsuitable for an increase in traffic that may impact on the rural atmosphere.

The proposed expansion and changes to the existing dwelling will not be out of character or introduce incompatible changes in appearance for the surrounding environment and nearby residential dwellings. The increase in site coverage on the site would be permitted if the building remained as a dwelling; the visual changes to the building will maintain the cottage character of the building. The site is currently heavily vegetated and well screened from both roads. The dedicated outdoor play areas will be enclosed by a 1.2 metre high wooden fencing, similar to other fencing structures in the vicinity. The majority of mature trees and plantings will be retained. By using a combination of existing post and wire fencing, wooden fencing and landscaping the site will still provide a degree of permeability and avoid isolating the site or blocking the site off from the neighbours and the street.

The applicant and the owners of 240 Ranzau Road have reached agreement about the boundary fencing between the two sites (existing to remain) and additional screen landscaping between the driveway to the daycare centre and the outdoor play area. The same two parties have also agreed to enter into a rural emanation easement in favour of the neighbouring business activities (including permitted discharge to air from their smokehouse).

Access to the property can currently be taken from one of two crossing places, which is not uncommon for older established rural properties, or corner properties with two road frontages. The site has legal access off both Ranzau Road and State Highway 6. The State Highway access will be closed off (as agreed between the applicant and NZTA) and the activity will be accessed using separate ingress and egress crossing places from Ranzau Road. The existing crossing will be used (and sign posted) as the entry and a new 3 metre wide exit is proposed on the north-western side of the power pole. The space around the power pole will be used for further landscaping, utilising planting and minor rock work in order to provide further separation from the pole, there will be small access signage at the juncture of the entrance identifying the use of the access legs (entry and exit). This proposed access upgrade and design is not considered to adversely impact the surrounding amenity of the area. The safety and efficiency of the access is discussed in more detail under section 5.3.7 of this assessment.

Potential amenity effects can include adverse effects of parking congestion, traffic safety, traffic noise and loss of general amenity through having a community activity in the neighbourhood. This site is large enough to provide a large onsite parking area, the number of parks is in excess of the Tasman Resource Management Plan requirements. It is not anticipated that there will be a high demand or usage of the Ranzau Road kerbside for parking by centre parents because of:

- a) the availability of onsite parks,
- b) education of centre parents that pickups and drop offs are to occur on site,
- c) there is no pedestrian access from either adjoining road frontage that would allow parents ease of access from a parked car out on the street into the site and,
- d) the nature of delivering small children to daycare often requires parking as close to the building as possible for ease of transfer between the car and the centre (which often includes transfer of bags and carseats as well as children).

The staggered nature of the drop offs and pickups also alleviate the potential peak time pressure for both parking and access to the site.

There are examples of similar daycare facilities within Richmond (listed in italics below). Many of these centres are located near busy road environments and are co-located with schools that already generate high parking demand that demonstrate the staggered nature of arrivals and departures and with minimal effect on amenity and traffic safety.

- *Jigsaw Preschool on the corner of Edward Street and Williams Street caters for up to 65 children;*

- *Richmond Kindergarten at 58 Waverley Street caters for up to 45 children.*
- *Paula's Preschool at 42 Waverley caters for up to 40 children;*
- *Little People Early Learning Centre at 17 Gladstone Road caters for up to 30 children;*
- *Futures - Positive Beginnings at 9 Warren Kelly Street caters for up to 30 children;*
- *First Years at 61a Salisbury Road caters for up to 30 children;*

The Tasman Resource Management Plan acknowledges that communities require a range of community facilities that need to be located within the community they serve. While no zone has been identified as the correct zone for these facilities to occur, the residential zone permits a certain scale of community activity to occur before resource consent is required. However the majority of common facilities such as medical centres, daycares and churches will need to go through the resource consent process because the scale of facility required to adequately cater for the community's needs exceeds the permitted standard of 30 daily vehicle movements.

The resource consent process allows assessments to be made as to the compatibility of the development with the existing environment. In this case the site is not typically rural in nature, it is surrounded by a range of property sizes and uses and the activity proposed is of a scale that can be more readily accommodated within the site in this surrounding ribbon/semi-urban location. In residential zones smaller sites with lower roading hierarchy may be to cope with the permitted level of community activity whereas larger sites with a higher roading classification are more likely to be considered acceptable for a larger scale community activity operating under conditions of resource consent.

The proposal is for a maximum of 60 children to be cared for on the site at any one time (this number would represent a full role) but data submitted by the applicant indicates that this is generally not the case. In practise all childcare facilities experience fluctuations in numbers due to sickness, holidays and varying session times and therefore the facility will rarely be operating with a full role. Fewer child numbers on site will go toward reducing any potential adverse effects. Hours of care vary between 7.00 am and 6.00 pm Monday to Friday but closed on public holidays.

At 4216 square metres in area the subject site is significantly larger than the majority of early childhood education centres currently operating in the Tasman District. Five established local childcare centres in residential zones were reviewed and found that they ranged in size from 809 square metres to 1065 square metres in area. The applicants have chosen a large semi-rural location and that they appear to have made every effort to ensure that any adverse effect on the character and amenity of the area is minimal in respect of parking, access, the location of play areas, along with landscaping and screening from neighbouring properties. The site is providing more than the required number of car parks which are located within 12 metres of the southside of the existing building, helping to maintain the existing rural residential amenity as viewed from Ranzau Road. With carefully designed access and parking, the site is able to provide a relatively large area of outdoor playing space located away from all neighbouring residences.

Noise Effects

There have been no submissions relating to noise. The application has been reviewed by Council's Environmental Health Officer who does not have any concerns about excessive or unreasonable noise generated by the activity, as these can be suitably managed by conditions of consent and by the consent holder who is responsible for adopting the best practical options to control the noise generated onsite. The noise climate of the location is currently dominated by traffic noise from the State Highway 6 and additional noise from children at play or additional traffic is not considered to generate effects that are more than minor in this location.

5.3.2 Transport Effects

The New Zealand Transport Authority is responsible for the State Highway and intersection of Ranzau and State Highway. They have provided written approval to the proposal.

Adverse traffic effects have been identified by submitters as the primary cause of concern relating to this application. Traffic safety concerns include increased vehicle movements, intersection safety and increasing demand for road side parking. Submitters also feel that the additional traffic exiting Ranzau Road onto State Highway 6 will exacerbate the increasingly difficult ability to turn right into state highway and increase the likelihood of accidents at this intersection. These concerns have been discussed with Council's Transportation Manager who has reviewed the application and submissions and compiled the attached comments (see Appendix 4). The applicant has provided a traffic assessment report which was requested as further information following the conclusion of the limited notification process.

Council's Transportation Manager, Gary Clark has identified that a widened driveway width (5.5 metres along the full length) would be more appropriate to avoid the potential for two way traffic conflict onsite as opposed to a passing bay option as presented by the applicant. A widened driveway allowing free flowing two way traffic internally would also alleviate the potential for congestion or traffic build-up out on Ranzau Road, which was a concern raised by submitters. The widened driveway width has been addressed in the recommended conditions at the end of this report. (*see recommended condition 11*).

Traffic flow on this section of Ranzau Road (East) was counted at a point 146 metres back from the intersection by Council on 16/03/2010 which calculated a total daily two way flow of 538 cars.

Traffic flows on Ranzau Road West are currently in the order of 1500 vehicles per day, which the serving road accommodates with no apparent difficulty.

I observed the traffic environment at this intersection on the morning of Wednesday, 28 March between 8.30 am and 9.00 am. During this observation period there were very low traffic movements along Ranzau Road East. Road works being undertaken on State Highway 6, the works were not stopping traffic but the normal travelling speed was reduced to 50km per hour rather than the usual 70 km per hour. There were a total of eight cars using the road over that half hour period, three of which were residents that chose to use the Patons Road intersection for heading north

towards Richmond. Three used the Ranzau Road/SH6 intersection and they did not have to wait more than 30 seconds to turn right onto the highway. There was a significantly higher amount of traffic during this half hour period on the opposite intersection at Ranzau Road West, where residential traffic, school traffic and large truck traffic dominated the use of this stretch of road and the SH6 intersection. This intersection appeared to flow well and did not show signs of being congested or inefficient at any stage. The school traffic using the Ranzau Road West intersection is considered will be similar to the morning traffic generated by the day care centre activity, which is considered to be able to be adequately catered for within the existing Ranzau Road East/SH6 intersection.

It is accepted that there will be an increase in traffic at this intersection during the morning and afternoon peak times. The increase and pattern of traffic movements have been assessed by traffic experts as being able to be adequately catered for both onsite and from within the roading environment.

Parking for the proposal will be provided on site. Councils Transportation Manager, Gary Clark has provided advice that additional onsite parks would be desirable (and achievable given the large nature of the site) to avoid any shortfall in actual peak time demand. This could be managed by way of an additional five onsite parks being provided on site (as a condition of consent) or it could be monitored through a review condition that assesses the most appropriate level of onsite parking once the activity has commenced (should consent be granted). For the purposes of this report and my recommendation this matter has been addressed through the review condition provision, however the applicant may wish to volunteer provision of a further five parks on site which would adequately address the potential for parking shortfall. (see *recommended condition 21*).

The provision of accessible onsite parks, and the physical distance from Ranzau Road to the building, will also encourage parents to undertake all drop offs and pickups from the site. There will be no pedestrian access from either Ranzau Road or State Highway 6 which will encourage care givers/parents to drive onto the site and park near the building entrance to drop children off. The ability to turn and exit the site in a forward direction is also provided. It should be noted that the facility does not have specific session times and therefore drop off and pickup parking demand is spread out as a result of different setdown and collection times of children across the day.

The application seeks a waiver for a designated onsite loading bay. Given the nature of the day care activity and there being a greater demand for short term drop off and pick up parking rather than loading bays for service vehicles, there would be more merit in providing a permanent parking space than a loading bay for day use, coupled with servicing of the site (courier/cleaning activity) occurring outside the drop off times in the morning and evening. Accordingly this will further reduce any likelihood for parking conflict/ demand. This restriction of servicing times can be addressed as a condition of consent (see *recommended condition 19*).

Submitter concern with the formation and maintenance of the northern side of Ranzau Road East is acknowledged. Ranzau Road appears to be more urban in appearance on the southern side than on the northern side, which is typical of a rural road. The southern side has kerb and channel, footpaths and formed vehicle crossings, including obvious powerpoles and powerlines. The northern side has an

informal transition between the carriageway and property frontages; there are areas of deterioration of the verge where the grass meets the carriageway. These concerns are considered to be valid maintenance and formation concerns in relation to the northern side of the road. However this would be more appropriately dealt with through the Council's engineering channels for road maintenance and upgrading rather than a Resource management process where the proposed activity is not considered to have an adverse effect on the existing roading environment/formation of Ranzau Road.

Gary Clark has identified that the painting of yellow lines around the intersection and Ranzau Road and State Highway 6 (which would be subject to NZTA agreement in relation to State Highway 6) may assist in addressing concerns of the Hope store owners in relation to existing haphazard parking on this corner. However he has also recognised that this is an existing problem not related to the application and motorists may also chose to ignore the parking restriction. The painting of yellow parking limit lines can be pursued by concerned submitters through the service request process and in consultation with Engineering staff, dealing with road marking at the Tasman District Council.

Council's engineer and the applicant's engineer have determined that, subject to improved access and parking design(imposed by recommended conditions of consent) the traffic effects will be managed internally within the site, ensuring that the proposal will not adversely affect the safe and efficient operation of Ranzau Road.

Overall, Ranzau Road and the subject site are considered capable of managing the increase of traffic by providing safe onsite facilities without compromising the safe and efficient use of the local roading network. This proposal does not generate an unrealistic or out of character increase in traffic for this area.

5.3.3 Cumulative Effects

The cumulative effects have two aspects, the first being the sum of the individual effects and the second being the precedent effect.

In relation to the accumulation of individual effects having particular regard to amenity, traffic and noise effects, it is considered that when taken as a whole that they will not adversely affect the amenity of the neighbourhood.

In relation to precedent effect, a precedent has already been established by the existing schools, community activities and commercial activities in the surrounding area. The proposal for an early childhood facility must be assessed on its own merit. Although there is always a need for further pre-schools generally this proposal represents a larger site, with a more rural feel that is located in the heart of the Hope community with direct links to the larger Richmond and Brightwater environs. It is unique in relation to the regions established day centre facilities and represents an additional educational element that is likely to appeal to the surrounding community and families. I do not believe that granting consent to this application would lead to an immediate increase of community activity applications.

5.3.4 Summary of Effects

The Tasman region has a fast growing population and an increase in school rolls over the next few years is expected to be significant. Childcare facilities are part of the regions amenity and while they can generate adverse effects, these can be mitigated by suitable site selection, sensitive design, fencing, retained vegetation and landscaping as well as limitations on the number of children and operating hours. The potential adverse effects from a community activity involving 60 children on a 4216 square metre rurally zoned property have been discussed and mitigating measures assessed. However, it is considered that the site is of sufficient size to accommodate the activity and can be suitably designed to minimise the effects to a level that will be no more than minor. Community Activities are anticipated and as such this proposal will provide the local community with a much needed facility which will have a positive effect on the rapidly expanding Tasman District.

6. RELEVANT STATUTORY PROVISIONS

6.1 Relevant National Policies

There are no relevant national policy issues and the New Zealand Coastal Policy is not relevant to this application.

6.2. Relevant Regional Policy Statements

The Tasman Regional Policy Statement has been designed to be incorporate in the plan so an assessment of the plan suffices as an assessment of both documents.

6.3. Tasman Resource Management Plan - Policies and Objectives

Objectives in the Proposed Plan which are relevant to this matter are numerous and cover areas such as site amenity, rural land issues and land transport effects.

The following Policies and Objectives have been considered relevant for this proposal:

- Chapter 5: Site Amenity Effects
- Chapter 7: Rural Environment Effects
- Chapter 11: Land Transport Effects

6.3.1 Chapter 5: Site Amenity Effects

Relevant Issues:

- a) *Provision for appropriate protection, use and development of the District's resources so that activities at one site do not adversely affect the use and enjoyment of another site, or resource.*
- c) *Amenity can be compromised in site development and site use.*
- e) *Safety of people, property, and resources.*

Objectives	Policies
<p>5.1.0 Avoidance, remedying or mitigation of adverse effects from the use of land on the use and enjoyment of other land and on the qualities of natural and physical resources.</p>	<p>5.1.1 To ensure that any adverse effects of development on site amenity are avoided, remedied, or mitigated.</p>
<p>5..2.0 Maintenance and enhancement of amenity values on site and within communities, throughout the District</p>	<p>5.2.1 To maintain privacy in residential properties;</p> <p>5.2.4 To promote amenity through vegetation landscaping and screening;</p> <p>5.2.8 To avoid, remedy or mitigate the adverse effects of traffic on the amenity of residential areas;</p> <p>5.2.10 To allow signs in residential areas that are necessary for information, direction or safety.</p>
<p>5.3.A.0 Accommodation of a wide range of residential activities and assessable community facilities in urban areas</p>	<p>5.3A.2 To allow for healthcare, educational and cultural facilities and other local community activities, including in Residential areas, providing these do not compromise the character or amenity of the residential neighbourhood.</p>

Comment

The above objectives and policies confirm the need to protect amenity values and whilst Chapter 5 policies and objectives cover all zones. Accordingly it is clear that rural and residential amenity values need to be safeguarded from adverse environmental effects.

It is considered that visual amenity will not be adversely altered when viewed from both Ranzau Road and State Highway. The appearance of the facility will remain that of a character dwelling and the large property will not change significantly in appearance, signage and play equipment will not dominate the site and fencing and screening will assist in maintaining privacy of the site and those surrounding it.

The policies that seek to avoid, remedy or mitigate the effects of noise are backed up by permitted activity noise levels for each zone. It is acknowledged that a community activity involving children can result in noise disturbance on neighbouring properties; however the property size and design of the facility will assist in reducing excessive or unreasonable noise. The hours of operation of the proposed facility limit the periods when noise will occur and ensure that there will be no noise generated from the site during evenings, weekends and public holidays, when residential dwellings generally have a higher occupancy which will further mitigate adverse amenity effects on surrounding sites in respect of noise. Should consent to this application be granted the consent holder is required to comply with noise standards and a consent condition could be imposed to ensure the noise standard for the Rural 1 zone will be met.

The weekday traffic movements to and from the site will be greater in number than from a residential activity. A large rural activity such however could be capable of generating similar traffic volumes, and involving larger vehicles than this proposal. The effect of the proposed traffic movements across the Ranzau Road property boundary will be improved by providing a dual crossing design enabling cars to both enter and exit the site at the same time without generating congestion on the road

carriageway or within the property driveway. An onsite passing bay will also assist with maintaining smoother vehicle movements between the site and the neighbouring roading environment.

Signs are permitted where necessary to advertise the existence of an activity. Signage on the two frontages of the site will exceed the size normally permitted in a Rural 1 Zone but both are to ensure clear property identification without distracting motorists. They will be sited in such a position and at a height that is not out of keeping with the surrounding landscape.

Community activities can be accommodated within the Rural 1 Zone where they do not compromise the character or amenity of the surrounding neighbourhood or productive values. The character of the area is shaped by the 1950s style ribbon development and is not typical of Rural 1 land found in other Rural 1 zoned areas on the Waimea Plains. The proposed changes to the building are considered to be compatible with other properties in the surrounding area. It is considered that the single storey development has sufficient off street parking, landscaping and noise mitigation measures to minimise any potential adverse effects occurring from the activity.

The maintenance and enhancement of amenity values on site will also rely upon successful management of the facility and establishment of appropriate policies and practices that further protect the site amenity. R and S Eastell have a proven record of successful implementation of these policies. Such practises would be monitored and reviewed as part of any consent approval for the day care facility.

6.3.2 Chapter 7: Rural Environment Effects

Relevant Issues:

To be able to provide opportunity for non-soil based use of the land where:

- (a) the loss of Productive Land Values can be avoided;*
- (b) activities that are not dependent on soil productivity are located on land which is not of high productive or versatile value; and*
- (c) activities that are not dependent on soil productivity are located on land that will not adversely affect or be adversely affected by activities that are dependent on soil productivity.*

Chapter 7 sets out the Provisions of the Plan which relate to productive land matters, which given the nature of the site and surrounding ribbon development are not going to be compromised by this proposal:

Objectives

Objective 7.1.2 Avoid the loss of potential for all land of existing and potential productive value to meet the needs of future generations, particularly land of high productive value.

Objective 7.2.2 *Provision of opportunities to use rural land for activities other than soil-based production, including papakainga, tourist services, rural residential and rural industrial activities in restricted locations, while avoiding the loss of land of high productive value.*

Policies

Policy 7.1.3.2 *To avoid, remedy, or mitigate the effects of activities which reduce the area of land available for soil-based production purposes in rural areas.*

Policy 7.1.3.3 *To avoid, remedy, or mitigate adverse actual, potential, and cumulative effects on the soil resource and the productive value of the land.*

Policy 7.2.3.1 *To enable activities which are not dependent on soil productivity to be located on land which is not of high productive or versatile value.*

Policy 7.1.2.3.5 *To ensure that activities which are not involved or associated with soil based production do not locate where they may adversely affect or be adversely affected by such activities.*

Comment

The Plan does not provide specific zones for community uses such as this proposal. As such, community activities trigger a resource consent in the Rural zones and need to be assessed on their merits against the provisions for the RMA and the relevant Plans.

The chosen site is not a productive unit and is not reflective of a traditionally rural site where the proposal could impact on the productive versatility of this site, or sites surrounding it. Given the historical residential use of the site and the ribbon development patterns surrounding the site, the positive social and cultural effects this development will outweigh any effect on productive land.

6.3.3 Chapter 11: Land Transport Effects

Relevant Issues:

The adverse effects on the safe and efficient provision and operation of the land transport system, from the location and form of development and carrying out of land use activities.

Increases in traffic volumes from adjacent land use activities that generate vehicle trips may put pressure on particular routes. Urban subdivision and development as well as rural development may increase the demand for upgrading routes, including attention to travel time and hazardous roading situations.

Policies in this section are not only about providing a safe driving environment, but also about ensuring safety for people in the environment through which vehicles are driven. Amenity in that environment is also a relevant issue.

Objectives	Policies
<p>11.1.0 A safe and efficient transport system, where any adverse effects of the subdivision, use or development of the land on the transport system are avoided, remedied or mitigated.</p>	<p>11.1.1 To promote the location and form of built development, particularly in urban areas, that:</p> <p>(a) avoids, remedies or mitigates adverse effects of traffic generation; (b) avoids an increase in traffic safety risk; (c) avoids an increase in traffic safety risk.</p> <p>11.1.2 To ensure that land uses generating significant traffic volume:</p> <p>(a) are located so that the traffic has access to classes of roads that are able to receive the increase in traffic volume without reducing safety or efficiency; (b) are designed so that traffic access and egress points avoid or mitigate adverse effects on the safety and efficiency of the road network.</p> <p>11.1.2B To avoid, remedy or mitigate adverse effects of traffic on amenity values.</p> <p>11.1.3 To control the design, number, location and use of vehicle accesses to roads; including their proximity to intersections and any need for reversing to or from roads; so that the safety and efficiency of the road network is not adversely affected.</p> <p>11.1.4 To ensure that adequate and efficient parking and loading spaces are provided, either on individual sites or collectively, to avoid or mitigate adverse effects on the safety and efficiency of the road network.</p> <p>11.1.7 To ensure that signs do not detract from traffic safety by causing confusion or distraction to or obstructing the views of motorists or pedestrians.</p>

The above objectives and policies identify the need to avoid conflicts by having particular regard to issues of traffic safety and efficiency, including the effects on existing roading, provision of adequate parking and amenity values.

This application has regards to:

- adequate parking and manoeuvring area being provided on the subject site;
- the closure of existing access off State Highway and the enhancement of the Ranzau Road entrance and driveway and provision of a new access crossing;
- the enhancement of visibility at the entrance to the site;
- the activity being partially non sessional, thus avoiding peak times in respect of nearby school drop off and collection times;
- the property being well linked into the surrounding roading networks, with more than one option for leaving Ranzau Road (either at the State Highway 6 intersection or intersection at Patons Road);
- the location of the signs proposed not compromising traffic safety.

Comments Regarding the Capacity of the Roading Network

Submitters are concerned that the additional traffic generated by the development will impact on Ranzau Road. It is clear that the proposal will increase traffic movements on Ranzau Road. However, it needs to be ascertained whether this increase will

result in a situation which is contrary to the relevant provisions of the Plan and cause traffic effects which are more than minor.

Vehicle movements on and off site will vary throughout the day and on different days of the week. Peak traffic volumes will be spread over a three hour period, reducing the effect at any one particular time of the day.

Traffic flows on Ranzau Road West are currently in the order of 1500 vehicles per day, which the serving road accommodates with no apparent difficulty.

Traffic flows on Ranzau Road East are significantly lower at approx. There are 540 vehicles per day, which the serving road also accommodates with no apparent difficulty. The intersection mirrors that of the other side of State Highway 6, currently catering for almost three times the daily traffic volume.

The proposed access meets the Tasman Resource Management Plan required site visibility requirements for a regulatory speed limit of 70 km/h and a non-residential activity, required sight distance is 140 metres. This is achieved from the access to the south, with an unimpeded view to the intersection with Main Road Hope to the north.

It is not regarded that the level of traffic movement associated with the activity as adversely affecting the amenity of this mixed rural area. By way of comparison, a single household typically generates about 10 car movements per day, and horticultural and other permitted farming activities on sites in the vicinity of this site can reach high levels particularly at times of planting and harvest.

Council Engineering Department staff verifies that no road upgrading is required as a result of this activity.

Both the Council's and the applicant's traffic experts are satisfied that the proposal will not jeopardise the safety of the pedestrian, vehicular and cycle traffic on Ranzau Road East and the Plan's objectives for the continued safe and efficient operation of the land transport network in the area is therefore not compromised by the proposal.

7. SUMMARY

The application is a restricted discretionary activity in the Rural 1 Zone. As a restricted discretionary activity the Council must consider the application pursuant to Section 104(C) of the Resource Management Act 1991.

- **Part II matters** - The efficient use and development of a natural and physical resource depends on the extent of adverse effects arising from the proposal. In this case the potential adverse effects such as noise and amenity and particularly the traffic effects can be managed so that the surrounding environment will remain unaltered. In my opinion the activity is a sustainable and efficient development for the subject site.
- **Objectives and Policies of the Tasman Resource Management Plan** - The establishment of a community activity, in this instance an early care childcare facility located in this location is considered appropriate. The Tasman Resource Management Plan provides several objectives, policies and rules that support

the establishment of such activities where the adverse effects can be mitigated so they are no more than minor. It is considered that the proposal is not contrary to the thrust of the objectives and policies of the Proposed Tasman Resource Management Plan.

- **Adverse Environmental Effects** - Onsite management policies and all practicable measures taken to control noise ensure the noise nuisance will be no more than minor and will meet permitted rural 1 activity standards. Visual amenity will be mitigated by fencing, landscaping and planting around the perimeter of the property. Additional traffic has been identified as having the most potential to generate adverse effects. Onsite management of traffic and extensive onsite landscaping and fencing will reduce the impact of noise generated from the adjoining road network. The adjoining roading environment has been assessed as being suitable and having the capacity to service the proposal.
- **Other Matters** - There has been an identified need for childcare facilities between Richmond and Brightwater to serve the Hope community. Imposed recommended conditions of consent including limitations on days and hours of operation and maximum numbers of children that can be catered for on site, along with ongoing compliance of such conditions will ensure that potential cumulative effects from the granting of this consent are avoided and the activity remains within the scale originally proposed.

Section 104B of the Resource management Plan 1991 (as amended) provides:

“After considering an application for a resource consent for a discretionary or a non complying activity, a consent authority-

- (a) may grant or refuse the application; and*
- (b) if it grants the application, may impose conditions under section 108.”*

8. RECOMMENDATION

Subject to conditions of consent the proposal to establish and operate an Early Childhood Education Facility at 219 Main Road Hope be **GRANTED**.

General

1. The establishment and operation of the early childcare education facility shall, unless otherwise provided for in the conditions of the consent, be undertaken in accordance with the documentation submitted with the application and with the plans marked RM110916 Plan A, B and C and attached to this consent.
2. The maximum number of children on site at any one time shall be 60, with 10 babies under the ages of one year, and 50 toddler/preschool children aged between one and six years old.
3. The maximum number of full time equivalent staff onsite at any one time shall be seven.

- The hours of operation for children attending the facility shall be 7.00 am - 6.00 pm Monday to Friday excluding public holidays.

Building Coverage

- The overall coverage of all buildings constructed on the site, (excluding outdoor shade sails) shall not exceed 8.0 per cent of the total area of the site.

Noise

6. Noise

Noise generated by the activity, measured at or within the boundary of any site within Rural zones when measured at or within the notional boundary of any dwelling does not exceed:

	Day	Night
L ₁₀	55 dBA	40 dBA
L _{max}	70 dBA	

NB Day = 7.00 am to 9.00 pm, Monday to Friday, inclusive of 7.00 am to 6.00 pm Saturday (but excluding public holidays).
Night = all other times, including public holidays.

Noise must be measured and assessed in accordance with the provisions of NZS 6801:1991, *Measurement of Sound* and NZS 6802:1991, *Assessment of Environmental Sound*.

For the avoidance of doubt, the Tasman Resource Management Plan defines notional boundary as:

Notional Boundary - in relation to noise, means:

- a line 20 metres from the facade of any rural dwelling that is most exposed to the noise source; or
- the legal boundary of the site of the dwelling, where this is closer to the dwelling than (a).

- Notwithstanding condition 6 above, the Consent Holder shall adopt the best practicable option approach to mitigate the effects of noise from the activity.

Access and Parking

- A new 3 metre wide access crossing shall be formed as shown on Plan A attached to this consent and shall be marked as EXIT ONLY. The existing access crossing shall be retained as shown on RM110916 Plan A attached to this consent and shall be marked as ENTRY ONLY. The entry and exit signage shall be doubled sided so as to be visible from both directions of traffic.

Advice Note: All cost associated with the access upgrade is to be met by the Consent Holder and a vehicle access crossing permit is required to be obtained through Council's Engineering Department.

9. The existing State Highway 6 access crossing shall be closed off, and provided with a gate which is to be padlocked to prevent vehicle access to the childcare centre from State Highway 6. Evidence that the works have been completed and signed off by NZTA shall be forwarded to the Council prior to the day care facility activities commencing on site.

Advice Note: This condition is volunteered by the consent holder

10. A minimum of 14 onsite car parks shall be provided for the facility and the car parks shall be laid out in accordance with those shown on RM110916 Plan A attached to this consent. The carparking area shall be finished in a two coat chip seal in keeping with the existing driveway and parks shall be clearly marked on the ground prior to the day care facility activities commencing on site.
11. The internal driveway shall be widened to a minimum width of 5.5 metres to provide for two way traffic. The widening shall apply from the intersection of the ingress/egress along the full length of the south eastern boundary.

Landscaping

12. Existing onsite vegetation shall be retained where practicable and additional onsite planting shall be undertaken by the consent holder between the driveway (on its northern side) and the proposed outdoor play area to provide further screening between the site and 240 Ranzau Road. All site landscaping shall be maintained and any plants that die shall be replaced during each planting season.
13. Amenity planting and feature rock work shall be established around the base of the power pole between the two vehicle crossings on Ranzau Road.

Advice Note: These conditions are volunteered by the consent holder

14. Vegetation along the Ranzau Road property frontage shall be trimmed back and maintained in a manner that allows clear visibility for traffic entering and exiting the site.

Fencing

15. The site shall be fenced in accordance with the fencing detail shown on RM110916 Plan A attached to this consent. There shall be no pedestrian entry points into the property, with the only entry and exit points being the formal vehicle crossings required by condition 8 above.

Advice Note: The exclusion of pedestrian access points into the site is not intended to preclude local families within walking distance of the facility accessing the facility on foot, it is to prevent drop off and pickup traffic using the Ranzau Road kerbside.

Signage

16. No more than two onsite advertising signs shall be permitted. The signs may be double-sided signs and shall not exceed 2.0 square metres in area and 3.0 metres in height. The placement of these signs shall be in accordance with RM110916 Plan A attached to this consent. The sign adjacent to State Highway 6 shall also comply with NZTA standards outlined in NZTA booklet labelled "*State Highways - advertising signs*".
17. The entry and exit points of the property shall be clearly labelled with doubled sided ENTRY ONLY and EXIT ONLY signage prior to the day care facility activities commencing on site.

Rural Emanation Easement

18. An easement for the benefit of adjoining Lot 8 DP 4405 (240 Ranzau Road CT NL140/31) shall be registered on the subject title prior to the day care facility activities commencing on site granting the occupiers of Lot 8 DP 4405 the right to undertake existing business activities (including any permitted air discharge from the smoke house) and home occupation. The consent holder's solicitors shall prepare and register the easement, with all costs to be met by the consent holder. The Consent Holder shall provide evidence of the registration to Council's Co-ordinator, Compliance Monitoring prior to the day care facility activities commencing on site.

Advice Note: This condition is volunteered by the consent holder

Financial Contributions

19. The Consent Holder shall, no later than the time of uplifting the building consent for the building, pay a financial contribution to the Council. The amount of the financial contribution shall be assessed as a percentage of the value of the building consent component in accordance with the following table:

Financial Contribution - Building	
Component	Contribution
Building Consent (\$0 to \$50,000 value)	0%
Building Consent (\$50,001 to \$200,000 value)	0.5%
Building Consent (above \$200,001 value)	0.25%

Notes:

- (1) The financial contribution is GST inclusive.
- (2) The building consent value is GST exclusive.
- (3) The contribution due on a building should be identified separately from other contributions set for any resource consent for an activity that includes buildings.
- (4) The financial contribution shall be determined by taking the total estimated value of the work required for a building consent and applying each component identified in the table to that value and the contribution is the sum of the components.

Cleaner and Courier Servicing

20. The consent holder shall ensure that servicing of the site by cleaners and couriers occurs outside the drop off and pick up times in the morning and evening.

Review

21. That pursuant to Section 128(1) (a) and 128(1) (c) of the Resource Management Act 1991, the Consent Authority may review any conditions of the consent within 12 months from the date of issue and annually thereafter for any of the following purposes:
 - a) to deal with any adverse effect on the environment which may arise from the exercise of the consent and which it is appropriate to deal with at a later stage; or
 - b) to deal with inaccuracies contained in the consent application that materially influenced the decision made on the application and are such that it is necessary to apply more appropriate conditions; or
 - c) to assess the appropriateness of imposed compliance standards, monitoring regimes and monitoring frequencies and to alter these accordingly; or
 - d) to review the appropriateness of the access and parking requirements specified in this consent.

ADVICE NOTES

Council Regulations

1. The Consent Holder shall meet the requirements of Council with regard to all Building and Health Bylaws, Regulations and Acts.

Tasman Resource Management Plan

2. Any activity not referred to in this resource consent must comply with either:
 1. a relevant permitted activity rule in the Tasman Resource Management Plan (TRMP);
 2. the Resource Management Act 1991; or
 3. the conditions of a separate resource consent which authorises that activity.

Development Contributions

3. The Consent Holder is liable to pay a development contribution in accordance with the Development Contributions Policy found in the Long Term Council Community Plan (LTCCP). The amount to be paid will be in accordance with the requirements that are current at the time the relevant development contribution is paid.

Council will not issue a Code Compliance Certificate or certificate of acceptance until all development contributions have been paid in accordance with Council's Development Contributions Policy under the Local Government Act 2002.

Safety Protocols

4. The Early Childhood Education facility is responsible for the development of safety protocols that all parents will enter into, ensuring safe traffic practices when delivering and collecting children from the facility including a policy that all drop offs and pickups are to occur onsite.

Ministry of Education

5. The Early Childhood Education Centre is to meet the Ministry of Education Codes and Standards and be registered with the Ministry of Education.

Monitoring

6. Monitoring of the consent is required under Section 35 of the Resource Management Act 1991 and a deposit fee is payable at this time. Should monitoring costs exceed this initial fee, Council will recover this additional amount from the Consent Holder. Costs are able to be minimised by consistently complying with conditions and thereby reducing the frequency of Council visits.



Jane Harley
Consent Planner - Land Use

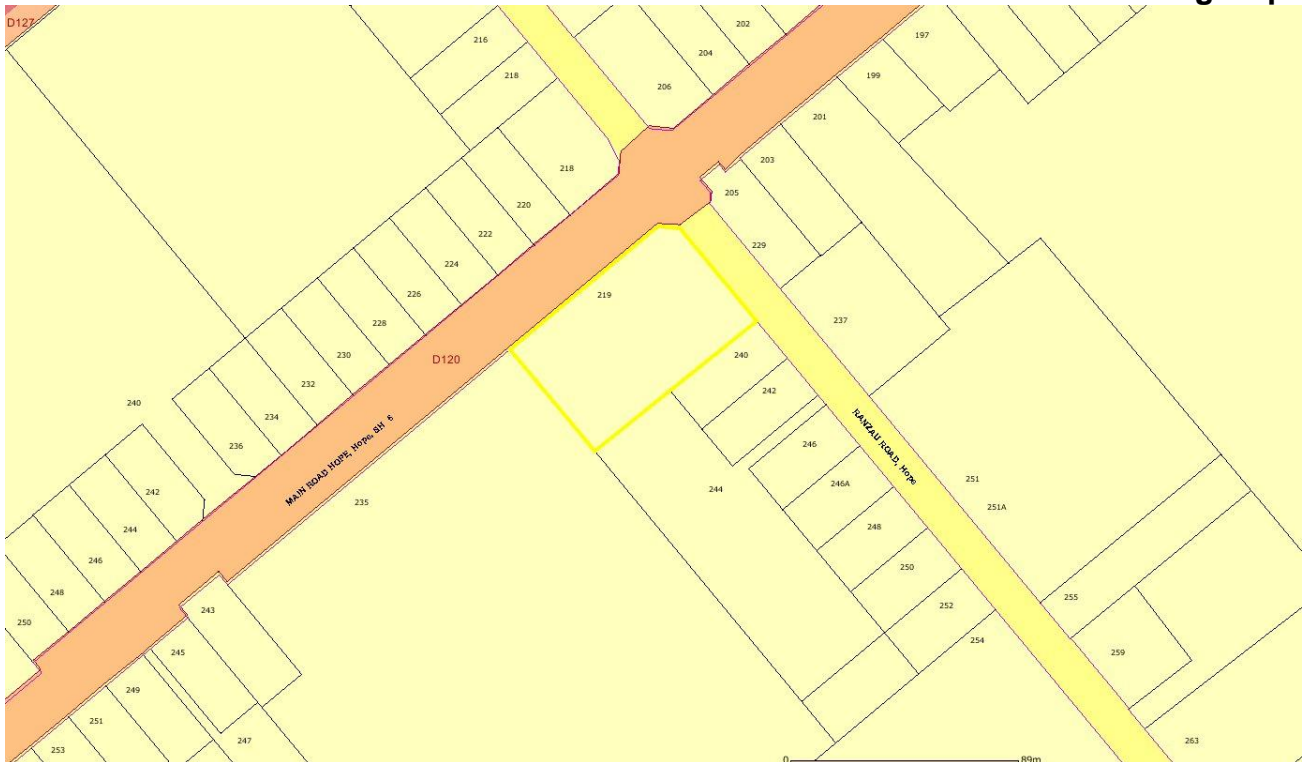
Appendices

1. Application Site
2. Zoning Map
3. Location of submitters
4. Comments from Gary Clark, Council Transportation Manager dated 3 April 2012
5. Plan A - Site Plan
6. Plan B - Floor Plan
7. Plan C - Elevations



Highlighted in Yellow - Subject site at 219 Main Road Hope

APPENDIX 2 Zoning Map



KEY



Rural 1 Zone

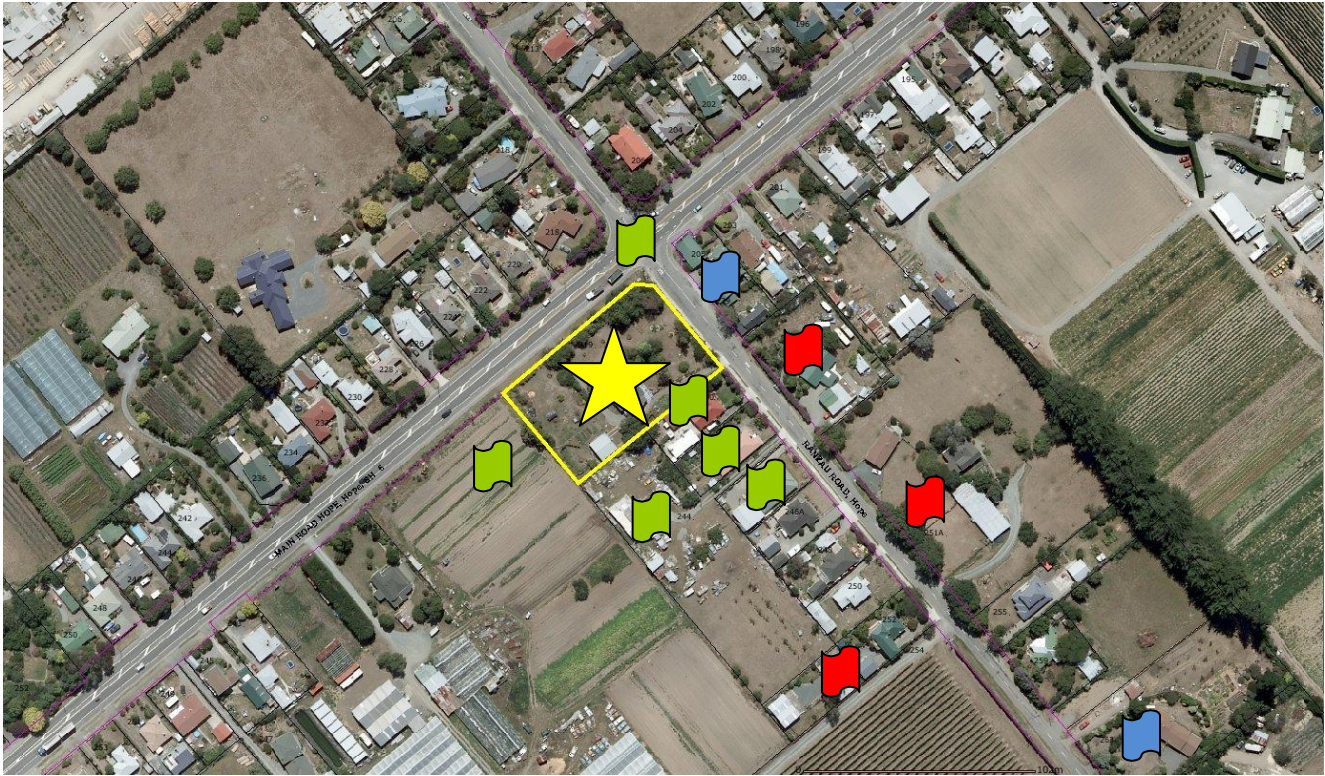


Road Reserve



Designation D120 State Highway 6

APPENDIX 3
Location of Submitters & Written Approvals



Application Site



Submitters in Opposition (3)



Submitters in Support (2)



Written Approval obtained (5)

Comments from Gary Clark, Council Transportation Manager dated 3 April 2012**Early Childhood Centre - 219 Main Road Hope****Introduction**

The proposed development seeks to establish a 60 child facility on the corner of Main Road Hope (SH6) and Ranzau Road. The development site is very large and currently has an existing home. The property will be redeveloped to provide for infants and children from the ages of three months up to six years old. The proposed operating hours will be from 7.00 am to 6.00 pm, Monday to Friday. The Centre will be closed on public holidays.

The proposed development is considered to be a restricted discretionary activity.

Site Description

Access to the site will be from Ranzau Road with access from the state highway being locked. The posted speed limit along Ranzau Road immediately adjacent to the site is 70 km/hr. The posted speed limit changes to 60 km/hr as motorists head towards the east along Ranzau Road. The speed environment along Ranzau Road adjacent to the site is estimated to be around 40 km/hr. This is due to the proximity of the intersection and the need for vehicles to slow for the Stop Sign and other road geometric features.

The site currently has two access points one from Ranzau Road and the other from the state highway. As noted above the site is very large with a land area of around 4200m². The existing house is located in the middle of the site. There is significant vegetation on the site. The driveways are sealed and provide single lane access.

The formation of the carriageway is a little unusual due to one side being urbanised with kerb and channel and the other being a simple edge of seal and grass verge. There two lanes provided for traffic and no parking restrictions along this part of the road.

The Proposal

It is proposed to provide facilities for up to 60 children of various ages with seven full time staff to care for them.

In accordance with the Tasman Resource Management Plan the applicant proposes to provide seven on site car parks for its staff. A further seven on site car parks are available for parents and visitors to the Centre. It should be noted that if more on site car parks are required then this can be easily accommodated on site because of the large nature of the development site.

Access to the site has been modified from the original design to enable a two way access at the entrance and a passing area along the driveway. The driveway at its entrance from Ranzau Road will be divided to an in and out around an existing lamppost.

Assessment of Effects

An assessment of the traffic effects has been provided by the applicant. In reviewing the report dated March 2012 the following comments are provided. It should be noted that the report that has been reviewed has draft written on it.

Comments are as follows:

- The estimation of the number of vehicles is reasonable in the context of the activity.
- The report does not correctly represent the actual intensities that are likely to occur with regard to trips to the site. It has simply taken an average over the hour rather than correctly understanding the nature of traffic movements associated with peak flows.
- There is some confusion in the statement relating to car parking on Page 4. There is the suggestion that there will be at least three spaces available for use at any one time. This would suggest that there are only four spaces being used for the dropping off and picking up of children.
- The report suggests that the driveway cannot be moved towards the state highway because of the reduction of queuing space for the intersection
- The report notes that NZTA have given written approval for the proposed development.

This assessment considers the matters raised above and provides an expert opinion with regard to the likely effects of the development.

Council Assessment

The proposed development will increase the traffic activity in this part of the road network. This would be the case most likely for any non residential activity on this site. Even noting that the land is zoned rural the current level of traffic movements associated with the site is very low.

This assessment does not consider matters relating to the intersection of Ranzau Road and Main Road Hope (SH6) as NZTA are the road controlling authority. The NZTA have given written approval and this would suggest they have no issues with the level of development proposed. There are however some concerns raised by submitters that require further consideration relating to the parking behaviour at the intersection. Customers to the store of the corner of this intersection are parking in a way that contravenes the requirement to park at least six metres away for a junction. This matter can be addressed by the introduction of broken yellow lines. However it should be noted that this is an existing problem not related to the application and motorists may also choose to ignore the parking restriction.

The traffic movements associated with the development have been estimated at around 31 trips in the peak hour or one every two minutes. In reality the actual peak intensities are likely to be higher because of the nature of the commuter flows. The 31 movements are likely to occur over a shorter period of time. In assessing the impacts of this shorter duration intensity, it would be reasonable to expect more interaction on the driveway entrance

and along its length. This will need to be addressed by ensuring there is sufficient room on the driveway to accommodate opposing traffic.

The parking demand for a 60 child facility is likely to be closer to 14 to 18 spaces including staff. It is expected at peak times that there would be between eight and 12 vehicles picking up and dropping off children. This is due to the peak intensities and the length of stay per parent. Caregivers and/or parents typically take five to ten minutes to attend to matters relating to their children. There is even more the case with very young children and infants. The site will provide at least seven spaces for parents and it would be reasonable to expect a shortfall of around one to five spaces at peak times. There is fortunately sufficient space on site to accommodate additional vehicles if required to do so. The matter raised in submissions about the likelihood of parents parking on Ranzau Road is not considered as a concern. This is due to the desire of parents to park close to the facility and the location of the building relative to the road. Any effects off site from the increased parking can be dealt with by way of a condition of consent.

It should be noted that typically angle parking is not suitable for these types of facilities because of the need to get children out of the cars and the proximity of adjacent vehicles restricting the opening area of doors.

The vehicle access has been designed to minimise cost and seeks to have separate one way in and out around an existing lamppost. This is considered to be undesirable. However in terms of the type of traffic, the slow speed of these vehicles and the number of movements the proposed arrangement is workable. A better solution would be to move the driveway towards the state highway. This will not impact on the ability of vehicles to queue at the intersection.

There is however one matter relating to the driveway that will still need to be resolved. This relates to the peak intensities of the activity and the fact that the long driveway past the entrance is only one lane. It is understood that the applicant proposes to provide a passing bay to assist in addressing opposing traffic. The location of the passing bay, the nature of the entrance and the driveway length will more than likely lead to opposing traffic needing to reverse into a position where it will be in conflict with other vehicles.

Suggested Conditions and Changes

There should be a review monitoring condition relating to the on street parking.

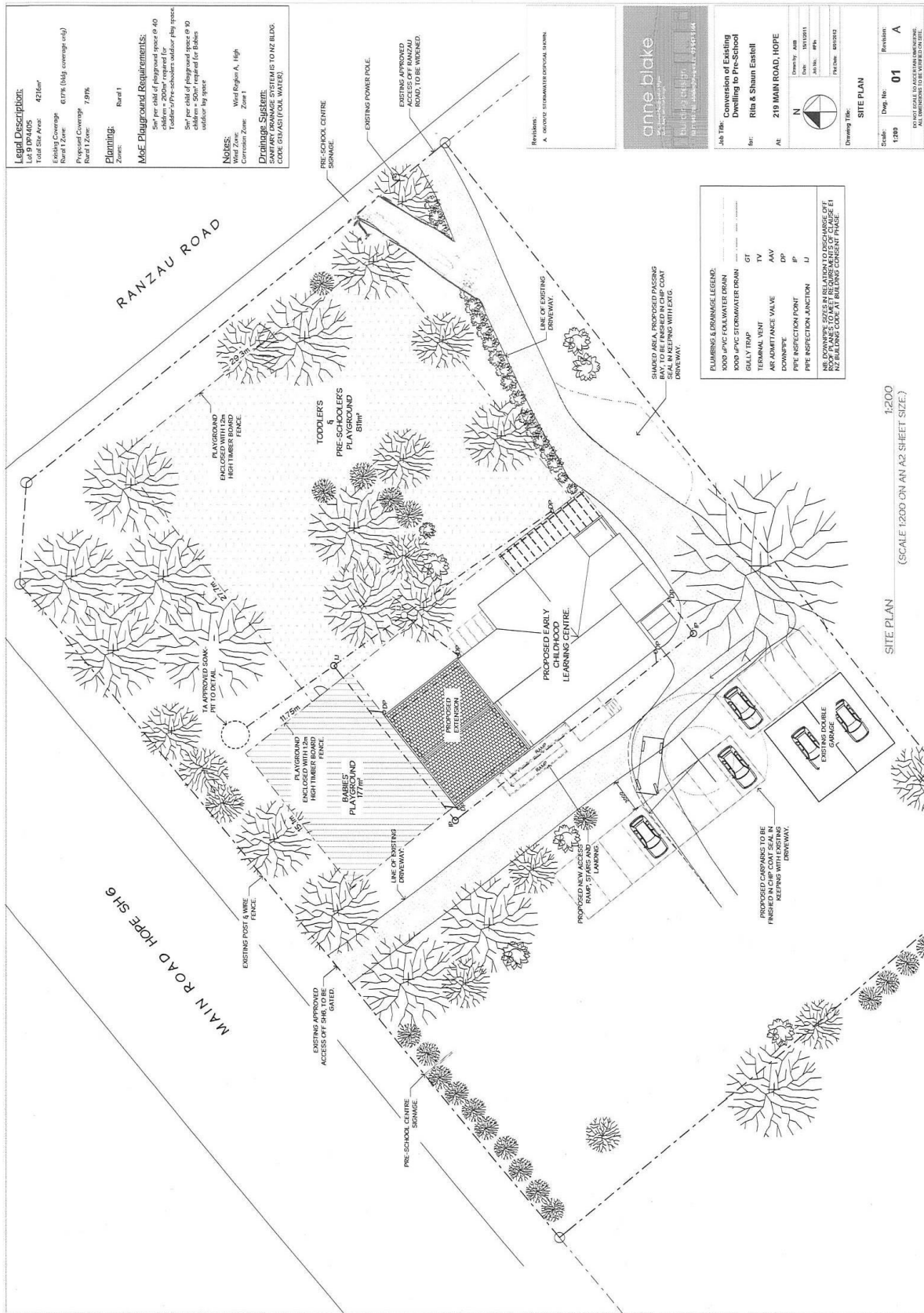
The driveway should be widened to 5.5 metres along its full length along the south eastern boundary.

Broken Yellow Lines are painted around the intersection of Ranzau Road and Main Road Hope.

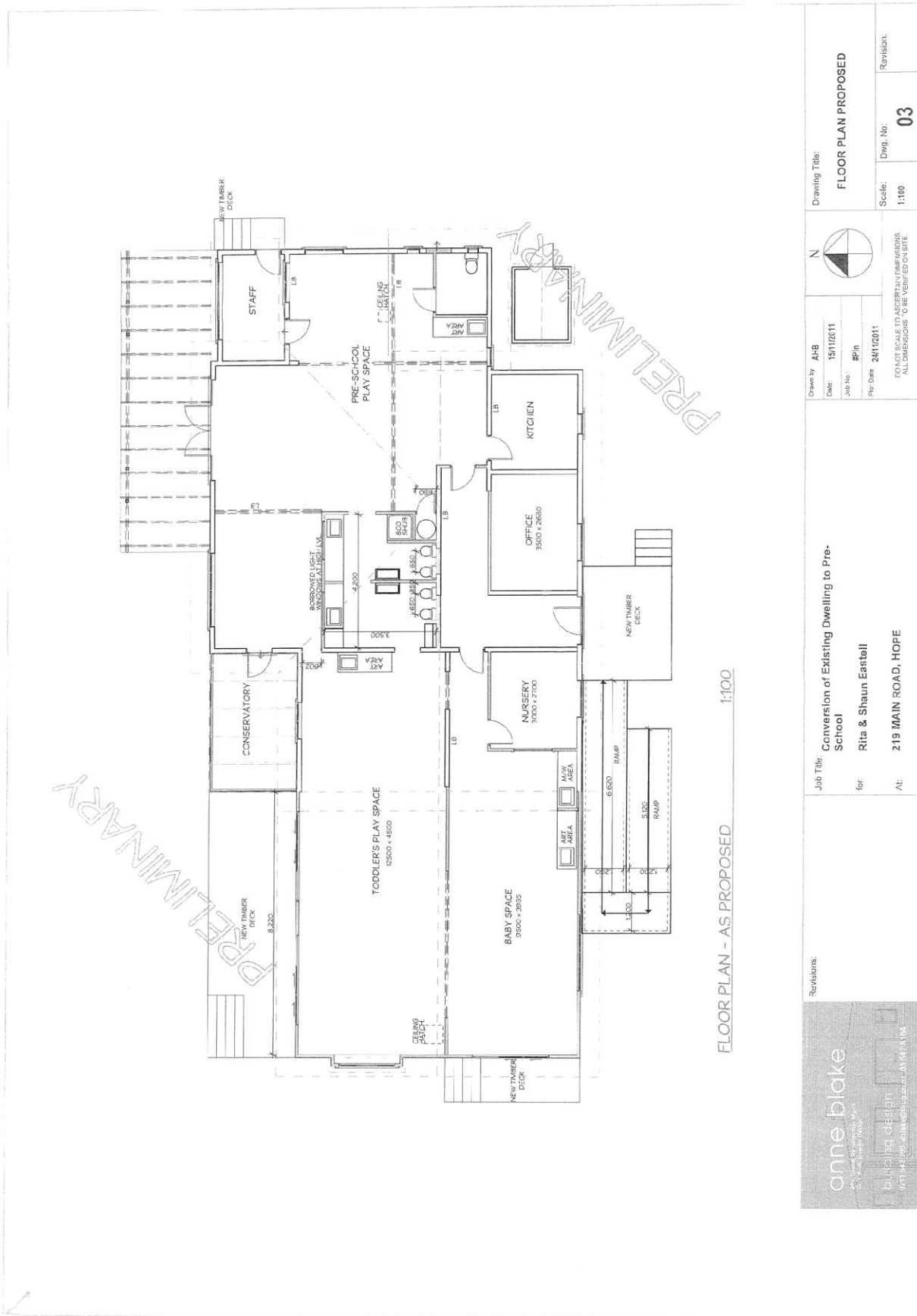
Any servicing of the site must occur outside the drop off and pick times in the morning and evening.

Gary Clark
Transportation Manager

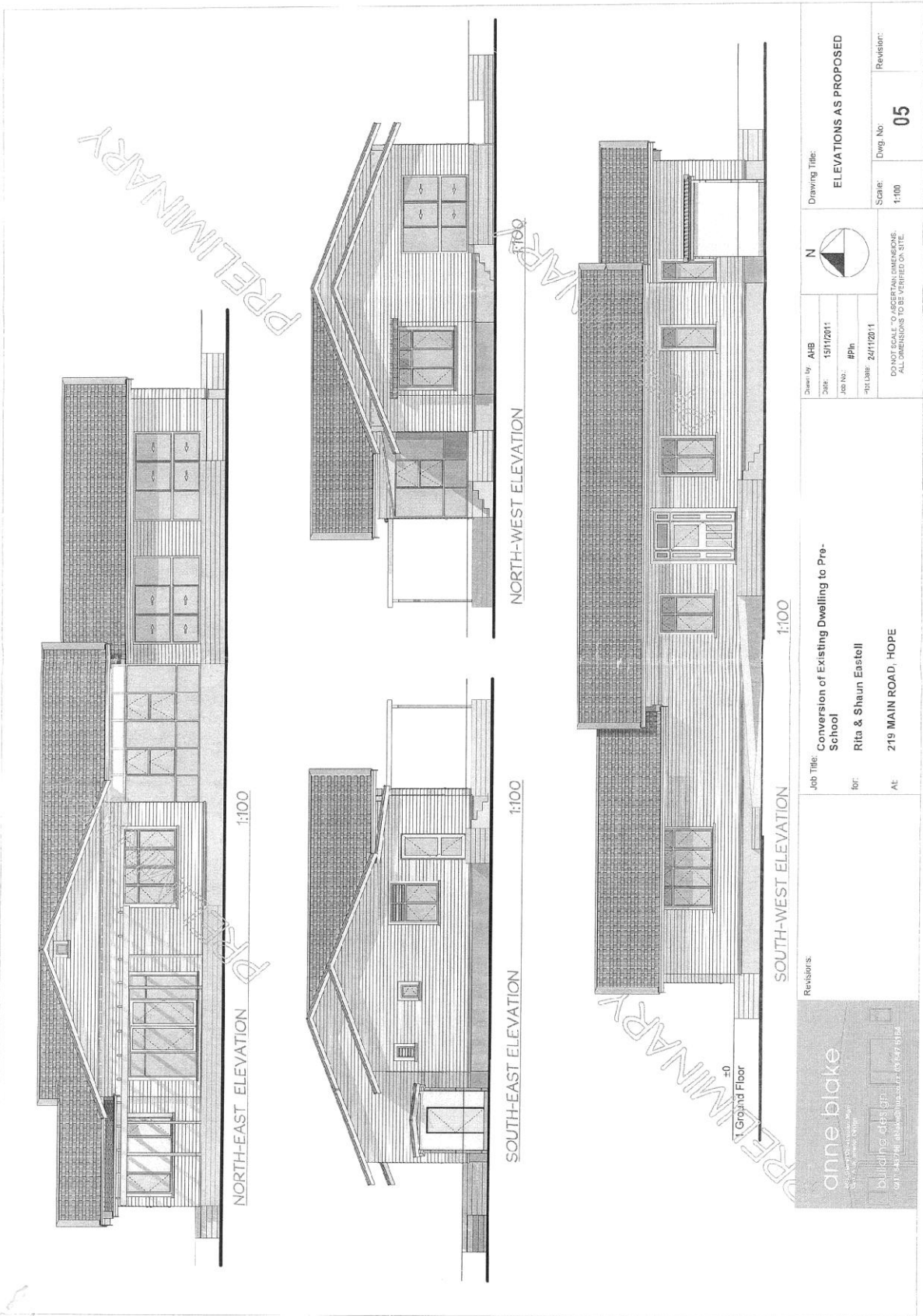
APPENDIX 5 RM110916 - SITE PLAN - PLAN A



APPENDIX 6
RM110916 - FLOOR PLAN - PLAN B



**APPENDIX 7
RM110916 - ELEVATIONS - PLAN C**



Drawing Title: ELEVATIONS AS PROPOSED	Scale: 1:100	Dwg. No. 05	Revision: 05
Drawn by: AHB Date: 13/11/2011 Job No.: #P/n Plot Date: 24/11/2011	Job Title: Conversion of Existing Dwelling to Pre-School for: Rita & Shaun Eastoll At: 219 MAIN ROAD, HOPE		
Revisors:			