



**Evidence that supports retaining Cambridge Rd access at 3796,3798 Cambridge Rd for a future development.**

**Consultation**

As the landowner for the above properties we have had no Council consultation on the proposed plan apart from the time we have requested further information. We are not opposed to the land re zone proposed with the exception of,

- 1/ The transport access from C4 North to the main road, and
- 2/ The location and design of the internal connector road to Urban Village Properties

**Concerns re C4 Proposed Plan**

1/ This design has no provision for Cambridge Rd access to and from the C4 N on the Plan dated Sept 2020

(a) There are 6 private properties with main road access opposite our road frontage boundary on the western side of the road. There are another 3 private accessways on our side up to Silverwood Lane, including our access. One of these is private land owned jointly by K & V Messenger and D Bensemen to our southern boundary. These are small land holdings with no single potential future subdivision development. The Messengers do not intend relinquishing their Cambridge Rd access that they presently share with D Bensemen (refer letter).

(b) Our access is shared by way of an easement to the Coach House, Luxury Cottages, which operates B & B accommodation. The family has a disabled child who has to be driven to and from school (refer letter). The Coach House, a very old dwelling, is located at the most northern parcel of land and quite distant from the Silverwood Lane being proposed as the northern access.

Emergency vehicles such as ambulances and fire engines would have difficulty in servicing the northern C4 area through the Silverwood Lane and proposed streets across these two developments.

2/ The proposed internal road to link our property with the lower land and the artificial lake owned by Urban Village Properties makes no commercial sense. The cost vs benefits to construct a road down to the Urban Village Properties is

prohibitive without any consideration to the land costs. The slope is steep [20m] and has natural water flowing into the lake.

### **Proposed Development on our Land (Refer plan)**

We have approximately 60-70 sites proposed subject to final survey and plans. The development proposed has various sizes of sections and with high density / apartments to meet the demand for new housing in Cambridge.

With the intention to re designate and relocate the Town boundary to Kaipaki Road in the form of a roundabout. The town urbanisation growth will naturally occur at that point and requires an safe and enduring road design to keeps pace with the growing Cambridge community.

However the intention we understand is to maintain speed limits, and with no intersections on this flat section of the road but within this designation Town Boundary and in doing so compromises and is in conflict with future residential spaces.

The WDC plan proposes is to create a wider road on the curve requesting a parcel of our land in the name of road safety. In our opinion it will create the opposite effect and trucks and cars will tend to drive faster and not slower than they do at present.

In fact the Council will compromise safety by widening the road and with no reduction in the speed limit or intersections it will remain a safety issue . (refer Directional Traffic Design ).

Logging trucks fully laden are amongst the heavy traffic using this section of the road with a number using air brakes to reduce their speed before entering the descent to the ravine.

### **Summary**

- (a) The evidence to date and tabled from 2 Traffic Engineers confirms the intersection access to our land is compliant and necessary for the future development of C4H referred to in our plan. We will continue to ensure this design change is implemented
- (b) The traffic report from Gray Matter states.... " we have considered providing access to area A directly to Cambridge Rd via a new intersection [marked with blue star ] . Following consultation with Waipa DC this intersection has not been included."

### **WHY ?**

The WDC are resisting the Urbanisation for this .5 km road for reasons of cost and safety.

The Government Policy Statement on Transport 2021 refers to inclusive access within their policy document and with a goal of delivery of Urban development.[ Refer J Makinson report ]

- (c) The email from Richard Bax 20<sup>th</sup> Jan 2021 states risks and cost increases to urbanise Cambridge Road, clearly the reasons for not opting for the urban design approach. The Council plan proposal however is suggesting on their plan to take over 3600<sup>2</sup>m of our land for road widening. If the present speed limit is not reduced from 80 kph to 50/60 kph safety will be compromised particularly if the road is wider with a softer bend .
- (d) Clearly we have a conflict between reaction traffic planning and the absence of a traffic plan with vision that lays out a well thought out integrated traffic design for Cambridge and maintaining the recommended Urban design Standards .
- (e) The Silverwood Lane only proposed access will become congested in peak times and without a Cambridge Road access/intersection will cause difficulties for emergency services and the landowners to access their properties. The owners of Lot 3796A provide a B&B service and have also requested that the present access is retained (refer letter).
- (f) The ROW access for 3784 and 3794 is privately owned land prevents legal access across it as the Council proposed Plan suggests. These two landowners have different agendas although the same driveway is shared. Proposed development either side of this ROW will need to be independent and without a road link as these owners are not willing to sell this ROW land separately . the family Trust land is under contract subject to access. Civil works will commence in Sept 2022 based on planning and consent issues being approved .
- (g) Without a Cambridge Rd intersection/ access these potential sections are **land locked** based on this information and negotiations to date.
- (h) With respect to the documented evidence and the GPS policy provided we request that the access to our land in C4N is an independent access /intersection to Cambridge Rd.  
As owners we are willing to work with Council to achieve this outcome.
- (i) Further to the proposed internal road connecting Urban Properties Ltd, that a redesign be undertaken given the practical difficulties and cost of its present proposed location.