

13 January 2026

Council ref: PC/0004/25

Honeycomb Developments LP  
C/- Mitchell Daysh Limited  
PO Box 1307  
Hamilton 3240  
Attn: Madi Lawry

**Digitally Delivered**

Dear Madi,

**Private Plan Change 36 – Further Information Request**  
**Clause 23, Part 2, Schedule 1 – Resource Management Act 1991**

|                            |                                                                                                                                |
|----------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| <b>Plan Change Number:</b> | PC36                                                                                                                           |
| <b>Application number:</b> | PC/0004/25                                                                                                                     |
| <b>Applicant:</b>          | Honeycomb Developments LP                                                                                                      |
| <b>Address:</b>            | 4336 Ōhaupō Road / Ryburn Road – Ōhaupō                                                                                        |
| <b>Proposed activity:</b>  | Change zoning of land described as Lots 1 and 2 DP 606747 and Lots 2 and 3 DP 597425 from rural to large lot residential zone. |

Council staff have now completed their technical reviews of the information submitted in support of the above private plan change request.

These reviews have identified that further information is required to be provided to enable better understanding of:

- The effects on the environment that future subdivision of the subject land for large lot residential purposes may have; and
- The ways in which adverse effects will be mitigated through proposed structure plan and district plan provisions.

Further Information is required in relation to:

- Transportation
- Stormwater Management
- Flood hazard risks
- Reserve Provision

## **Transportation**

The application information specific to transportation is considered to be deficient in a number of areas including RITS Compliance (new intersection location and sightlines), impacts on safety at the Ryburn Road intersection and the management of stormwater from new roads

### ***Safety effects of delays for right turning vehicles at Ryburn Road / Ōhaupō Road intersection***

The ITA indicates there is currently a significant delay for traffic wanting to turn right into SH3 (Ōhaupō Road) at peak times. The intersection has a single lane for traffic to queue to turn left or right. The SIDRA intersection modelling shows 10m of separate lanes for left and right turning traffic and as such is somewhat flawed. Increased traffic movements could result in a right-turning vehicle blocking all left turning traffic. When delays exceed 60 seconds the following safety effects could arise:

- Drivers are more likely to take risks and accept smaller gaps to enter the traffic flow on SH3.
- Left turn vehicles will try and squeeze by right turning vehicles (perhaps mounting kerb and footpath) and making turns with visibility restricted by right turning vehicles.
- Vehicles on SH3 are travelling at 70kph or greater making potential collision risks greater.

Widening of the intersection to alleviate congestion is not recommended as the collision risk is much greater where vehicles are frequently side by side vying for a gap in traffic and blocking each others' visibility.

These issues have not been adequately addressed by the ITA and they should be canvassed in the application and information shared with NZTA.

The following further information is requested:

1. Please amend the ITA to include identification, assessment and identification of mitigation measures (if any) of the issues discussed above.
2. Please amend the ITA to consider the potential for traffic to divert along Charles Edwards Street to avoid the Ryburn Road / SH3 intersection and potential impacts on that route.
3. Please confirm if the amended ITA has been submitted to NZTA and if so please provide correspondence from them of this and whether their original assessment remains valid.

### ***New local road intersection***

In relation to the proposed new road intersection with Ryburn Road:

- The ITA recommends vegetation trimming to provide 190m visibility to the proposed intersection. The vegetation is on private land and should be permanently removed to avoid sight line restrictions in the future.
- The view line for eastbound traffic approaching a stationary vehicle waiting to turn right into the proposed road is 150m. This view line cannot be increased due to fixed obstructions.
- The structure plan shows the new intersection close to and opposite the existing vehicle entrance to 24 Ryburn Road. This is non-compliant with RITS for separation between entrances and intersections and creates potential conflicts for intersection and driveway use.
- Ryburn Road narrows by 1.5m west of the Charles Street intersection. The ITA does not discuss the necessary road widening to accommodate a new intersection. Road widening is an effect on adjacent neighbours that should be highlighted.

The following further information is requested:

4. Please amend the ITA to evaluate changing the road speed environment to ensure all traffic approaches at a safe speed within available sightlines so that vegetation and fixed obstructions are not an issue that needs to be changed.
5. Please amend the ITA to evaluate effects of the intersection / entranceway separation and road widening. To this effect the assessment would benefit from the provision of a diagram illustrating the design of the new intersection relative to the requirements of RITS.

### ***Pedestrian / Cycle facilities***

The ITA makes brief mention about including a footpath on internal roads to integrate with the wider footpath network and recommends that a footpath be extended to tie into the path of Charles Edwards Street. The ITA does not say how pedestrians and cyclists will cross Ryburn Road.

The ITA notes that the new road into the subdivision will require substantial earthworks to achieve a suitable grade as the land falls away steeply. While a 1 in 8 grade is negotiable by vehicle, it is quite steep for pedestrians, and there needs to be consideration of how a good standard of path grade can be provided.

The following further information is requested:

6. Please amend the ITA to evaluate the safety of the crossing of Ryburn Road by pedestrians and cyclists and identify mitigation measures to ensure that safe crossing of the road is designed and provided for as part of any subsequent subdivision.
7. Please amend the ITA to evaluate the appropriate grade acceptable for pedestrians and identify mitigation measures to ensure that this is designed and catered for as part of any subsequent subdivision.

### ***Stormwater from roads***

The Te Miro Waters report indicates that the majority of the main access road is to be constructed over or alongside low-lying poorly drained soils. The main road alignment is substantially in the natural gully and therefore likely to be in the poorest soakage area.

It is not clear if the strategy of using roadside swales to collect and soak stormwater can be successfully achieved. In addition to this the steep grade of the roads is not conducive to having a longer in swale time for soakage.

The stormwater report says that check dams will be required for grades steeper than 5%. This is likely to be the majority of all roads and rights of way. It is questioned if the stormwater management proposed is actually feasible and practical to build and maintain. The report notes that no soakage testing has been done. This is a critical element of information to demonstrate that the proposed stormwater management plan and hence plan change is viable.

The Geotech report shows shallow groundwater and weak soils in the location of proposed roads. This suggests that existing soils in the vicinity of the proposed roads will not be suitable for swale soakage to manage stormwater. If the site is substantially earthworked to remove organic and weak soils then there would need to be careful control on the type of soil use to create an environment that would soak away stormwater.

Stormwater from the south side of Ryburn Road discharges into the property. The ITA and stormwater report are silent on how this will be accommodated.

The following further information is requested:

8. Please amend the ITA, Te Miro Waters Report or geotechnical report as necessary and appropriate to consider, evaluate and identify mitigation measures to ensure that all of the stormwater issues and concerns identified above are designed and catered for as part of any subsequent subdivision.
9. Please provide maps overlaying where proposed swale locations intersect with areas of poor soakage and provide further feasibility detail of what the alternative design solutions are proposed for steep road sections and low-lying areas where soakage is likely to be ineffective.

### **Stormwater Management / Flood Risks**

The Te Miro waters report has presented pre-development flood mapping only. The indicative subdivision layout identifies a significant number of proposed lots (and building platforms) within the pre-development floodplain. There is no demonstration of post-development flood levels or confirmation that runoff will be contained within the development and vested areas.

The proposed structure plan and reports show stormwater reserve and wetland areas. Wetlands are within the meaning of waterbodies and development is required to be setback from these areas by a minimum of 23m. Maps and plans are necessary to ensure that appropriate setbacks are in place especially as they relate to on-site wastewater disposal in relation to wetland areas and areas subject to post-development flood levels.

The following further information is requested:

10. Please confirm how the structure plan / subdivision design will ensure that stormwater runoff is managed entirely within the development footprint and does not adversely affect adjacent properties or infrastructure.
11. Please provide soakage tests to confirm that the stormwater management strategy / philosophy for future development and subdivision is achievable and manageable.
12. In the event that soakage tests result in soakage not being viable please identify an alternative stormwater management philosophy for consideration and assessment.
13. Please provide information to demonstrate what the post development flood prone levels will be and confirm if building platforms and on-site wastewater disposal areas will be located clear of flood prone land and wetland areas.
14. Please provide post-development flood modelling for the 10 year and 100 year (plus climate change) storm events, showing flood extents within the site boundaries.

### **Reserve Provision**

From a reserves planning perspective there are deficiencies and inconsistencies in the information provided with the plan change request which lead to a number of concerns that need to be addressed. In this respect:

- The application provides a statement that public access to the wetland and stream areas will be

improved, providing enhanced recreational and cultural opportunities. It is unclear if the intention to do this needs to be captured in an associated ruleset or if there would be sufficient grounds to request these elements at subdivision stage.

- The ecological report notes the importance of protecting the permanent stream, pond and wetland areas. The proposed plan change shows stormwater reserve areas over the pond, and part of the western stream however does not provide reservation over the wetland area/s or the southern portion of the western stream (which are instead shown as standard LLRZ zoning). It is unclear how the stream and wetland areas will be adequately protected or provided with required buffer from development, in alignment with the requirements of the ecological report.
- Ahu Ake signals the eventual planned expansion of the cycleway network linking Pironga, Lake Ngā Roto, Ōhaupō and Te Awamutu. The indicative route from Lake Ngā Roto connects through Ryburn Road past the proposed plan change area. Any roading design should be mindful of future connections to the southwest out Ryburn Road to allow for potential connections.
- It is noted that the proposed removal of the landscape area overlay (State Highway 3 Scenic Corridor Landscape Overlay) is not in alignment with requests within the Cultural Impact Assessment that requires assurance that the site will be developed in a manner than protects viewlines to surrounding maunga.

The following further information is requested:

15. Please provide assessment on how the structure plan and proposed provisions will ensure that the outcomes and recommendations of specialist reports relating to cultural impact, ecology, landscape will be achieved by future development and subdivision. In this respect please consider:

- The use of native plantings to reinforce traditional ecology and whakapapa.
- Development of an area that has cultural connection and viewlines to Mt Pirongia.
- A pou whenua or sculpture.
- Incorporation of play elements, rest areas, picnic areas.
- Accessible walking loop track.
- Improvement of connectivity by incorporating access legs off cul-de-sac heads near reserves.
- Protection and enhancement of all wetland areas, and provision of appropriate buffers.
- Provision of connection to land to the south for potential cycleway to lake Ngaroto.

16. Please provide assessment on how the existing views from SH3 across the site will be maintained to ensure that the outcomes of the SH3 scenic corridor overlay are maintained. In this respect please identify how measures could be incorporated into plan provisions to ensure that views from SH3 are not restricted through erection of barriers such as solid screen fences and the planting of shelterbelts / hedges and other structures adjacent to and along the road boundary.

## General

Please contact me should you wish to discuss any issues arising from the above further information requirements.

Yours Sincerely

  
Peter Skilton

## **DISTRICT PLAN TEAM LEADER**