

# **Planners Report 3A**

## **Variation 1: Lifestyle Zones and Minden Structure Plan Area**

### **Structure Plan - Walkways and Bridleways**

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#### **1.0 Background**

- 1.1** The Te Puna Plan, adopted by Council and the local community in 2007, advocates for the development of walkways and bridleways in the Minden/Te Puna area.
- 1.2** As a result the concept of providing for walkways and bridleways throughout the Minden Lifestyle Zone was included in Variation 1.
- 1.3** A number of proposed walkways and bridleways are indicated on the various maps
- 1.4** This report deals with those submission points relating to the concept and positioning of walkways and bridleways
- 1.5** Report 3A (this report) replaces Report 3 that was tabled at the hearings of March 2011.
- 1.6** This revised report discusses the individual walkways and bridleways in more detail and includes recommendations based on information obtained through additional site visits and discussions with some of the affected landowners.

#### **2.0 Issues**

- 2.1** Fifty two submission points were received on the proposed Structure Plan walkways and bridleways. Some of the points relate to the concept in general, while others relate to a specific walkway or bridleway.
- 2.2** Thirteen submission points were received in support of the proposed walkways and bridleways.
- 2.3** Five submission points were received in support with an amendment to the proposed walkways and bridleways. The amendments requested by submitters were:
  - 2.3.1** Allow for more flexibility in the alignment to ensure that topography and ecological features can be taken into consideration.
  - 2.3.2** More consultation with affected landowners is required.
  - 2.3.3** Realign the proposed walkways and bridleways on specific properties to be more practical and not split existing paddocks in half.

- 2.4** Eight further submission points were received on this topic.
- 2.5** The main issues raised by submitters opposing the proposed walkways and bridleways can be summarised as follows:
- 2.5.1** Loss of privacy and reduced security for belongings.
  - 2.5.2** People will leave rubbish along the walkways and bridleways.
  - 2.5.3** There are no toilets.
  - 2.5.4** Uncertainty around OSH and legal obligations of landowners when people stray onto their property.
  - 2.5.5** The positioning of walkways and bridleways does not give adequate recognition to the cultural significance of Te Rangituanehu e.g. the aligning with routes traditionally used by Maori.
  - 2.5.6** The positioning of walkways should be made in conjunction with the community to improve current linkages to lower areas of Te Puna.
  - 2.5.7** There are opportunities to join green lanes into loops and to link to the Wairoa River, Te Puna Stream, Te Puna Quarry Park and existing reserves.
  - 2.5.8** Some bridleways are on unstable land.
  - 2.5.9** Positioning of walkways and bridleways need better planning.
  - 2.5.10** Positioning of walkways and bridleways should be more flexible and planned in consultation with landowners.
  - 2.5.11** Bridleways will be expensive and only used by a small portion of the community.
  - 2.5.12** Some bridleways are proposed along existing driveways and due to the steep cross slope no space is available for a bridleway along the driveway.

### **3.0 Options**

#### **3.1 Option 1**

- 3.1.1** Retain the positioning of the walkways and bridleways as notified.

#### **3.2 Option 2**

- 3.2.1** Remove all walkways and bridleways from the Plan and accommodate them in existing and future road reserves.

#### **3.3 Option 3**

- 3.3.1** Remove bridleways from the Plan.

### 3.4 Option 4

- 3.4.1 Make amendments to the position of the walkways and bridleways to accommodate submitter concerns.

## 4.0 Advantages and Disadvantages

<b>4.1 Option 1: Retain the location or walkways and bridleways as notified.</b>	
Advantages	Disadvantages
<ul style="list-style-type: none"><li>• The proposed walkways provide links between various roads and Te Puna Quarry Park.</li><li>• Existing paper roads are used where possible.</li></ul>	<ul style="list-style-type: none"><li>• There may be issues or opportunities that staff were not aware of with the development of the notified Plan.</li></ul>

<b>4.2 Option 2: Remove all walkways and bridleways from the Plan and accommodate them in existing and future road reserves.</b>	
Advantages	Disadvantages
<ul style="list-style-type: none"><li>• Possible cost savings to Council.</li></ul>	<ul style="list-style-type: none"><li>• Connectivity will be lost.</li><li>• It will reduce the amenity in the Structure Plan Area.</li><li>• It can be expensive to develop if Council in future resolves to develop walkways and bridleways in the Structure Plan area.</li><li>• Safety can be compromised as some of the existing road reserves have limited space to accommodate walkways and bridleways.</li></ul>

<b>4.3 Option 3: Remove bridleways from the Plan.</b>	
Advantages	Disadvantages
<ul style="list-style-type: none"><li>• Possible cost savings to Council.</li></ul>	<ul style="list-style-type: none"><li>• A number of people are currently riding their horses along the road reserves. With an increase in population and road users, it will become more dangerous and less appealing to use the road reserve.</li><li>• It can be expensive to develop if Council in future resolves to develop bridleways in the Structure Plan area.</li></ul>

<b>4.4 Option 4: Make amendments to the position of the walkways and bridleways to accommodate submitter concerns.</b>	
Advantages	Disadvantages
<ul style="list-style-type: none"><li>• Will retain connectivity.</li><li>• Might achieve a better development outcome.</li><li>• Will be more supported by the community.</li></ul>	

## 5.0 Discussion

### 5.1 General

**5.1.1** It is important to note that:

- a) The opportunity for acquiring land for walkways and bridleways mainly occur with subdivision, undertaken by the landowner or developer.
- b) Some of the proposed walkways or bridleways do not follow existing property boundaries. For example; some of the proposed walkways and bridleways are in the 100m building setback zone of the proposed Tauranga Northern Link. Some of the proposed walkways and bridleways also run through some of the larger lots and it is assumed that these walkways and bridleways will be incorporated during the subdivision of these lots.
- c) The proposed walkways and bridleways are indicative and the exact location of these walkways and bridleways will be refined as part of a subdivision consent of that specific lot.
- d) A walkway or bridleway will only be constructed once the proposed link is completed, which most probably will not happen within the next 10 years and only after the character of the area has been changed significantly. It is highly unlikely that the proposed walkway and bridleway will be constructed through a productive dairy farm or orchard.

**5.1.2** The format of this section of the report differs from the other reports as it is not discussing the various options. This section firstly looks at each walkway and shared bridleway in more detail and thereafter assesses the viability of developing a walkway and/or bridleway in the existing road reserve.

## 5.2 SHARED BRIDLEWAYS

### 5.2.1 Summary

**5.2.1.1** As Notified (September 2010):

- The following information on shared bridleways was obtained by assessing the alignments as notified in September 2010.
  - Total length of the shared bridleways: 12.4km
  - Total construction cost for the 12,4km: \$5.4 million
  - 4.4km of the 12.4km are within road reserve or paper road.
  - 4.5km have to be obtained through subdivision.
  - 3.5km have to be purchased as no subdivision will be possible in the area due to topography, soil stability or existing section size constraints.

**5.2.1.2** Proposed recommendations (June 2011)

- The recommendations from this report propose significant changes to some of the proposed routes. It is recommended that more shared bridleways be accommodated in paper roads, Structure Plan roads and existing road reserves. From the recommendations of this report:

- The total length of shared bridleways is: 11.3km
- Total construction costs for the 11.3km: \$4.3 million.
- 7.9km of the 11.3km be on existing roads, Structure Plan roads, paper roads and developer roads.
- 2.2km be obtained through subdivision, and
- 1.2km has to be purchased.
- The above cost is construction cost only and excludes land costs and fencing costs. However current estimated fencing cost for an 8 wire farm type fence is \$20/lineal metre and most of the time Council has to contribute 50% of the fencing costs.

### 5.2.2 Methodology

The following steps were undertaken to obtain the information included in this section of the report:

- Review the work undertaken by BECA during the development of the Minden Structure Plan.
- Review the submissions received during public consultation.
- Three site-specific site visits with some of the affected landowners.
- Analysing aerial photos and topographic maps.
- An inspection of the proposed alignments by two Council staff (where access could be obtained).

Two cost categories have been used for the construction costs calculations. They were:

- Where the gradient is less than 10% @ \$50,000/km
- Where the gradient is above 10% @ \$650,000/km

*Note: The big jump in costs is mainly due to costs associated with stormwater run-off, erosion prevention and drainage.*

The above mentioned cost/km is construction costs only and excludes land purchase and fencing costs.

Each of the proposed shared bridleways were assessed by looking at the following:

- The length of the shared bridleway;
- The estimated construction costs, applying the above-mentioned cost calculations;
- Number of lots directly affected by the proposed shared bridleway;
- The number of directly affected lots that qualify for a 'Greenlane Lot Entitlement';
- The number of lots that can be subdivided and the number of new lots that can be created if topographical and soil stability constraints are taken into consideration. There is a high percentage of lots that are large enough to be subdivided, but if soil stability and topography are taken into consideration, they do not qualify for subdivision. As a result, Council will not be able to obtain the Greenlanes at no cost through subdivision in these particular areas/lots.
- The length of the bridleway that can be obtained by subdivision;
- Alternative options;

- Submissions received that are specific to the shared bridleway; and
- Recommendation.

**Please see the attached map for the location of the bridleways and walkways discussed below.**

### **5.2.3 Shared Bridleway B1: Oliver Rd to Wairoa Rd.**

Total Length: 1,600m  
 Estimated construction costs: \$638,000  
 Number of affected lots: 5  
 Number of lots qualifying for Greenlane Lot Entitlements: 5/5  
 Number of lots that can be subdivided if topography & soil stability are considered: 2 lots  
 Number of new lots that can be created: 23 new lots  
 Length that can be obtained through subdivision: 500m  
 Purpose of the shared bridleway: Link Oliver Rd with Wairoa Rd and possible Wairoa esplanade. It is not part of a loop.  
 Topography along alignment: From Oliver Rd it drops steeply into a gully (26% slope). It then follows the gully with a steep 3:2 cross-slope (650m long). It then crosses an area that is subject to flooding (120m) before going up a steep slope (24% slope) to get to Wairoa Rd.  
 Comments: Topography is not suitable for a bridleway and only 500m of the 1,600m will be obtained through subdivision.

Submissions from affected landowners:

- Submitter 80, Allan Hedge - Oppose proposed bridleway.

Alternative options: In the road reserve along Oliver & Wairoa Rd @ cost of \$175,000.

**Recommendation:** Amend the alignment to be within the road reserve along Oliver & Wairoa Rd @ cost of \$175,000

### **5.2.4 Shared Bridleway B2: Oliver Rd extension (paper road to Minden Rd)**

Total Length: 850m  
 Estimated construction costs: \$478,000  
 Number of affected lots: 0 – Complete length is along a paper road.  
 Purpose of the shared bridleway: Link Oliver Rd with Minden Rd (link eastern area with central area). It is not part of a loop.

Topography along alignment: The first 550m from Hakao Rd intersection is flat. The next 300m to Minden Rd goes through 2 deep gullies (up to 45% slope).

Comments: Topography is not suitable for a bridleway. The portion that is not suitable is close to the proposed Tauranga Northern Link (TNL).

Submissions from affected landowners: None (in a paper road)

Alternative options: It might be possible to achieve the link through the gullies if the alignment of B1 is slightly adjusted and constructed as part of the earthworks required for the construction of the TNL.

**Recommendation:** Retain the alignment as notified.

### 5.2.5 Shared Bridleway B3: Portion of Oliver Rd, Walden Lane and Walden Lane Extension

#### Oliver Rd and Walden Lane:

Total Length: 540m

Estimated construction costs: \$115,000

Road reserve width: 20m

Number of affected lots: 0

Topography along alignment: Slope is below 10%, but a number of slips have occurred along the road and space for a bridleway is limited.

Purpose of the shared bridleway: To link Walden Lane with larger lots to the south that can be subdivided in future. It is not part of a loop.

Alternative options: Delete Bridleway

**Recommendation:** Delete Bridleway B3

#### Walden Ln Extension

Total Length: 680m

Estimated construction costs: \$455,000

Number of affected lots: 4

Number of lots qualifying for Greenlane Lot Entitlements: 4/4

Number of lots that can be subdivided if the topography & soil stability are considered: 2 lots

Number of new lots that can be created: 14 new lots

Length that can be obtained through subdivision: 320m

Topography along alignment: Slope is more than 10% and a steep cross-slope of 3:2. According to the land owners a number of slips have occurred in the area.

Comments: The proposed bridleway has no destination and the affected landowners oppose the bridleway.

Submissions from affected landowners:

- Submitter 13, FS88, G. Hatton; Not in support of bridleway.
- Submitter 46, FS87, D. Purves; Not in support of bridleway.
- Submitter 70, FS85, D Parker; Not in support of bridleway.

Alternative options: Delete bridleway

**Recommendation:** Delete Bridleway B3

### 5.2.6 Shared Bridleway B4: Minden Rd to Ainsworth Rd.

Total Length: 1,200m

Estimated construction costs: \$570,000

Number of affected lots: 7

Number of lots qualifying for Greenlane Lot Entitlements: 5/7

Number of lots that can be subdivided if topography & soil stability are considered: No information of soil stability available.

Length that can be obtained through subdivision: Not known

Purpose of the shared bridleway: Link Minden Rd to Ainsworth Rd, which means linking the existing Rural Residential area of Minden with the western portion of the proposed Lifestyle Zone.

Topography along alignment: Less than 6% slope, except for 1 gully.

Comments: A Structure Plan road is also proposed in the area and it might be more feasible to accommodate the shared bridleway in the proposed road reserve.

Submissions from affected landowners:

- Submitter 72, A. Harvey: Not in support of bridleway.

Alternative options: Follow proposed Structure Plan road. Costs to be included in the Structure Plan Road, which will result in an estimated cost saving of \$400,000.

**Recommendation:** Amend alignment to be included in the proposed Minden Rd to Ainsworth Rd Structure Plan Road. Costs to be included in Structure Plan Road.

### 5.2.7 Shared Bridleway B5: Ainsworth Rd to Te Puna Quarry Rd

Total Length: 1,000m

Estimated construction costs: \$290,000

Number of affected lots: 9 + 1 Council Reserve

Number of lots qualifying for Greenlane Lot Entitlements: 4/9

Number of lots that can be subdivided if topography & soil stability are considered: 3 lots

Number of new lots that can be created: 13 new lots

Length that can be obtained through subdivision: 320m

Purpose of the shared bridleway: Link Ainsworth Rd with Munro and Te Puna Quarry Rd (linking eastern and western part of Minden), which is important.

Topography along alignment: One steep area at the end of Munro Rd. According to the current alignment B5 goes through Minden Reserve, which is a wetland. It is recommended that the alignment be amended to join with Ainsworth Rd west of Minden Reserve.

Comments: Significant land has been included in TNL or Omokoroa four-laneing designation, which might be amended with the review of the designation. None of the lots along the section between Munro Rd East and Te Puna Quarry Rd can be subdivided and the affected landowners are not in favour of the bridleway. It is proposed that the alignment be amended to be included in the road reserves of Munro Rd East & Te Puna Quarry Rd.

Submissions from affected landowners:

- Submitter 72, A. Harvey; Not in support of bridleway.
- Submitter 71, K & J Dawkins; Not in support of bridleway.

Alternative options: Follow proposed Structure Plan road (Munro – Ainsworth Rd) and in the road reserves of Munro Rd East & Te Puna Quarry Rd. The estimated costs for including B5 in road reserves of Munro Rd East & Te Puna Quarry Rd are \$20,000. The costs for the portion along the Structure Plan Road are to be included with the construction costs of the road. The estimated cost saving in total is \$100,000.

**Recommendation:** Amend alignment to be included in the proposed Munro – Ainsworth Rd Structure Plan road and in the road reserves of Munro Rd East & Te Puna Quarry Rd.

### 5.2.8 Shared Bridleway B6: Te Puna Quarry Rd to Munro Rd West

Total Length: 950m

Estimated construction costs: \$70,000

Number of affected lots: 5

Number of lots qualifying for Greenlane Lot Entitlements: 4/5

Number of lots that can be subdivided if topography & soil stability are considered: 4 lots (remaining lot is in TNL building setback area)

Number of new lots that can be created: 13 new lots.

Length that can be obtained through subdivision: 900m

Purpose of the shared bridleway: Link Te Puna Quarry Rd and Munro Rd West. Form part of a loop.

Topography along alignment: Relatively flat and suitable for  
bridleway.

Comments: Proposed alignment is inside the TNL setback area.  
There might be a reluctance to subdivide due to road  
noise from SH2.

Submissions from affected landowners: None

Alternative options: Along Munro Rd.

**Recommendation:** Retain the alignment as notified.

### 5.2.9 Shared Bridleway B7: Along a portion of Munro Rd

Total Length: 520m

Estimated construction costs: \$26,000

Number of affected lots: 0 (proposed alignment is in road reserve)

Purpose of the shared bridleway: Form part of a loop on the western  
side of Structure Plan area.

Topography along alignment: Relatively flat and suitable for  
bridleway.

Comments: B7 links B8 with B11. Now that it is recommended that  
B11 be relocated, the portion of B7 from I'Anson Rd to  
B11 is no longer required.

Alternative options: Delete the portion of B7 between I'Anson Rd  
intersection and B11, which will have saving of  
\$12,000.

**Recommendation:** Delete the portion of B7 between I'Anson Rd  
intersection and B11.

### 5.2.10 Shared Bridleway B8: Along I'Anson Rd and Hayward Rd.

Total Length: 1,100m

Estimated construction costs: \$180,000

Number of affected lots: 0 (proposed alignment is in road reserve)

Purpose of the shared bridleway: Form part of a loop on the western  
side of Structure Plan area.

Topography along alignment: Relatively flat along the existing roads.  
The Western end (paper road) goes  
through a steep gully (20% slope).

Comments: Cost savings can be made by realigning the proposed  
shared bridleway to the south in private land. This will  
enable landowners to obtain additional Greenlane Lot  
Entitlements. However, this needs to be negotiated  
with the landowner as no submission has been received  
in this regard.

Alternative options: See above

**Recommendation:** Retain the alignment as notified.

### 5.2.11 Shared Bridleway B9: Along Te Puna Stream in the paper road, DOC land & private land to Minden paper road

Total Length: 1,900m  
Estimated construction costs: \$1,235,000  
Number of affected lots: 2 (excluding paper road & DOC marginal strip)  
Number of lots qualifying for Greenlane Lot Entitlements: 2/2  
Number of lots that can be subdivided if topography & soil stability are considered: 2 lots  
Number of new lots that can be created: 7 new lots  
Length that can be obtained through subdivision: 700m  
Purpose of the shared bridleway: Form part of a loop on the western side of Structure Plan area and provide access to Te Puna Stream.  
Topography along alignment: Relatively flat along the Te Puna Stream (paper road & DOC land). The portion on private land is very steep (25%) and not suitable as bridleway.

Comments: Although it is indicated that 7 new lots can be created, no information on soil stability is available, which may affect the estimated number of new lots. The existing Minden Rd (paper road) may be a better alignment.

Submissions from affected landowners:

- Submitter 14, DOC; Should take ecologically sensitive areas into consideration.
- Submitter 29, Ray & Michele Cobb; Bridleways should be in road reserve.

Alternative options: Construct the B9 in Minden Paper Road, which will result in a possible 25% construction cost saving.

**Recommendation:** Amend the alignment of the southern portion of B9 to follow Minden Paper Road.

### 5.2.12 Shared Bridleway B10: From Minden paper road to Te Puna Quarry Park

Total Length: 1,050m  
Estimated construction costs: \$683,000  
Number of affected lots: 4  
Number of lots qualifying for Greenlane Lot Entitlements: 4/4  
Number of lots that can be subdivided if topography & soil stability are considered: 2 lots  
Number of new lots that can be created: 20 new lots  
Length that can be obtained through subdivision: 600m (see comments below)

Purpose of the shared bridleway: Forms part of a loop on the western side of Structure Plan area and provides access to Te Puna Stream.

Topography along alignment: Steep slopes, but with the exception of the eastern portion, the alignment mainly follows the contour. The eastern portion (170m) has a slope of 25%. It will be challenging to link B10 with Munro Rd via B11 due to the steep slope.

Comments: Most of B10 is through native bush and ecological areas. The eastern portion is too steep and needs to be realigned to follow the contour. The two lots that can be subdivided are remote and it will be costly and probably not feasible to provide access to a future subdivision. It will be challenging to link B10 with Munro Rd via B11.

Submissions from affected landowners:

- Submitter 62, Jacqueline Earp; Supports bridleways, but proposed alignment is on unstable land and not suitable. Mrs Earp has proposed that B10 and B11 be realigned (see attached map)
- Submitter 29, Ray & Michele Cobb; Bridleways should be in road reserve.

Alternative options: Realign the eastern part of B10 to follow the south-western boundary of Ecological Area U14/52 in a southern direction and along the western boundary of Te Puna Quarry Park. It then enters Quarry Park on the south-western corner.

**Recommendation:** Realign the eastern part of B10 to follow the south-western boundary of Ecological Area U14/52 in a southern direction and along the western boundary of Te Puna Quarry Park. It then enters Quarry Park on the south-western corner.

### 5.2.13 Shared Bridleway B11: Te Puna Quarry Park to Munro Rd

Total Length: 1,050m  
Estimated construction costs: \$623,000  
Number of affected lots: 5  
Number of lots qualifying for Greenlane Lot Entitlements: 5/5  
Number of lots that can be subdivided if topography & soil stability are considered: 3 lots  
Number of new lots that can be created: 7 new lots  
Length that can be obtained through subdivision: 650m (see comments below)

Purpose of the shared bridleway: Forms part of a loop on the western side of Structure Plan area and provides access to Te Puna Stream.

Topography along alignment: The southern portion (first 200m that links with B10) is too steep (20% slope).

Comments: Relocate B11 to the gully system west of the Notified B11. This gully is included in larger farms that are more suitable for subdivision. However, the slope might still be too steep for a bridleway. The proposed realigned B11 will be 150m longer than the notified B11 at a cost of \$150,000.

Submissions from affected landowners:

- Submission 62, Jacqueline Earp; Supports bridleways, but indicates that the alignment as Notified is on unstable land and not suitable for a bridleway. Mrs Earp proposed that the bridleway be shifted to the gully system west of the Notified B11.

Alternative options: See comments above.

**Recommendation:** Relocate B11 to the gully system west of the Notified alignment for B11. This gully is included in larger farms that are more suitable for subdivision.

#### 5.2.14 Summary Table

The following table gives a breakdown of the recommended bridleways.

	Distance in km to be obtained for shared bridleway							Total
	Road	Paper road	Structure Plan road	Delete	Developer road	Obtain through subdivision	To be purchase	
<b>B1</b>	1.7							<b>1.7</b>
<b>B2</b>		0.85						<b>0.85</b>
<b>B3</b>				-1.22				
<b>B4</b>	0.3		0.68		0.4			<b>1.38</b>
<b>B5</b>	0.45		0.45					<b>0.9</b>
<b>B6</b>						0.9	0.5	<b>0.95</b>
<b>B7</b>	0.2							<b>0.2</b>
<b>B8</b>	0.85	0.25						<b>1.1</b>
<b>B9</b>		1.75						<b>1.75</b>
<b>B10</b>						0.6	0.6	<b>1.2</b>
<b>B11</b>						0.7	0.6	<b>1.3</b>
<b>Total</b>	<b>3.5</b>	<b>2.85</b>	<b>1.13</b>		<b>0.4</b>	<b>2.2</b>	<b>1.25</b>	<b>11.33</b>

## 5.3 Walkways

### 5.3.1 Summary

#### 5.3.1.1 Proposed Walkways as Notified in September 2010

- The following information on walkways was obtained by assessing the alignments as Notified in September 2010.
  - Total length of the walkways: 7.3km
  - Total construction costs for the 7.3km: \$514,000

#### 5.3.1.1 Proposed amendments through the recommendations of this report

- Amendments have been made to the notified walkways as a result of submissions. The most significant amendment is the proposed deletion of W1.
- As a result the total length has reduced to 6.38km at a cost of \$450,000 for construction.
- The above costs exclude land costs and fencing costs.
- As most of the walkways are along gullies, fencing might not be required. However current estimated fencing cost for an 8 wire farm type fence is \$20/lineal metre.

### 5.3.2 Methodology

Except for the cost/km assumption, the same methodology as for shared brideways was followed. See paragraph 5.2.2 for more details.

Construction costs for the development of a walkway were based on \$66,000/km for easy gradient and \$70,000 for steeper gradients.

### 5.3.3 Walkway W1: Hakao Rd to Walden Ln

Total Length: 900m

Estimated construction costs: \$64,000

Number of affected lots: 5

Number of lots qualifying for Greenlane Lot Entitlements: 4/5

Number of lots that can be subdivided if topography & soil stability are considered: 1 lot

New lots that can be created: 5 new lots

Length that can be obtained through subdivision: 220m

Purpose of the walkway: To link Hakao Rd and Walden Ln.

Topography along alignment: In a gully with steep slopes and cross slope. A number of slips have occurred in the area.

Comments: According to one of the landowners, the gully directly west of W1 is more suitable for a walkway. However, as with the proposed walkway only a small section will be obtained through subdivision due to the topography, soil stability and existing lot sizes.

Submissions from affected landowners:

- Staff report on behalf of Gary Blackler; Support the provision of walkways, but not proposed alignment.
- Submitter 70, David Parker; Oppose walkway.

Alternative options: Delete W1

**Recommendation:** Delete W1 due to opposition from submitters and limited subdivision potential in the area.

#### 5.3.4 Walkway W2: Dawnview Place to Gully

Total Length: 730m  
 Estimated construction costs: \$51,000  
 Number of affected lots: 1  
 Number of lots qualifying for Greenlane Lot Entitlements: 1/1  
 Number of lots that can be subdivided if topography & soil stability are considered: 1 lot  
 Number of new lots that can be created: 10 new lots  
 Length that can be obtained through subdivision: 730m  
 Purpose of the walkway: To develop a loop from Dawnview Pl to Junction Rd.  
 Topography along alignment: Steep at places (short sections are up to 45%).  
 Comments: Can be achieved.  
 Submissions from affected landowners: None  
 Alternative options: None

**Recommendation:** Retain W2 as notified

#### 5.3.5 Walkway W3: Gully (from end of W2) to Junction Rd

Total Length: 1,200m  
 Estimated construction costs: \$85,000  
 Number of affected lots: 3  
 Number of lots qualifying for Greenlane Entitlements: 2/3  
 Number of lots that can be subdivided if topography & stability are considered: 2 lot (6 new lots).  
 Length that can be obtained through subdivision: 1,150m  
 Purpose of the walkway: To develop a loop from Dawnview Pl to Junction Rd.  
 Topography along alignment: Steep at places (short sections are up to 45% slope).

Comments: Can be achieved. The entire W2 & 65% of W3 go through the property of Mr. H. Zingel. At subdivision he will qualify for 12 Greenlane Entitlements, but due to the topography and soil stability, only 10 new lots might be developed.

Submissions from affected landowners: None

Alternative options: Retain W3 as notified.

**Recommendation:** Retain W3 as notified.

### 5.3.6 Walkway W4: Gully to Junction Rd

Total Length: 1,850m

Estimated construction costs: \$130,000

Number of affected lots: 6

Number of lots qualifying for Greenlane Lot Entitlements: 6/6

Number of lots that can be subdivided if topography & soil stability are considered: 6 lot

Number of new lots that can be created: 17 new lots

Length that can be obtained through subdivision: 1,850m (see comments)

Purpose of the walkway: To develop a loop from Dawnview Pl to Junction Rd.

Topography along alignment: Steep at places (short sections are up to 45% slope). Also steep cross slope.

Comments: Can be achieved, but it will need realignment to follow property boundaries in some areas. The entire area is undulating and not suitable for subdivision. The small pockets that are suitable for subdivision are far from the road, which will have a negative impact on the feasibility.

Submissions from affected landowners: None

Alternative options: Realign W4 to follow property boundaries.

**Recommendation:** Realign W4 to follow property boundaries.

### 5.3.7 Walkway W5: Minden Lookout to Te Puna Quarry Park and Minden Reserve

Total Length: 1,450m

Estimated construction costs: \$102,000

Number of affected lots: 1

Number of lots qualifying for Greenlane Lot Entitlements: 1/1

Number of lots that can be subdivided if topography & soil stability are considered: 1 lot

Number of new lots that can be created: 3 new lots

Length that can be obtained through subdivision: 1,450m (see comments)

Purpose of the walkway: To link Minden lookout with Te Puna Quarry Park and Minden reserve.

Topography along alignment: Very steep at places (short sections are up to 55% slope).

Comments: 70% of walkway goes through a Significant Ecological Feature. The lot is not suitable for subdivision due to the topography and soil stability. As the lot is not

suitable for subdivision, it will split existing farm paddocks in two. Owner requested that the walkway be relocated to the boundary or the adjoining property which is suitable for subdivision.

Submissions from affected landowners:

- Submitter 56, Nathen Phipps: Relocate walkway to boundary.
- Alternative options: Relocate W5 to follow the eastern property boundary.

**Recommendation:** Relocate W5 to follow the eastern property boundary.

### **5.3.8 Walkway W6: Paper Road between Minden Rd and Te Puna Quarry Park**

Total Length: 700m

Estimated construction costs: \$47,000

Number of affected lots: 0 (W6 follows a paper road)

Purpose of walkway: Link Minden Rd with Te Puna Quarry Park.

Topography along alignment: Relatively flat, but steps will be required at the Minden Rd end.

Comments: No comments

**Recommendation:** Retain W6 as notified.

### **5.3.9 Walkway W7: Paper Road between Ainsworth Rd and Maruia Place**

Total Length: 450m

Estimated construction costs: \$35,000

Number of affected lots: 0 (W7 follows a paper road)

Purpose of walkway: Link Maruia Place and Corbet Road with Ainsworth Road.

Topography along alignment: Relatively flat, but wet and floodable at places.

Comments: First 120m from Ainsworth Rd is already constructed.

**Recommendation:** Retain W7 as notified.

### 5.3.10 Summary of Walkways

The following table gives a breakdown of the recommended walkways.

	Distance in km to be obtained for walkways				Total
	Paper road	Through subdivision	To be purchase	Deleted	
<b>W1</b>				0.9	
<b>W2</b>		0.73			0.73
<b>W3</b>		1.15	0.05		1.2
<b>W4</b>		1.85			1.85
<b>W5</b>		1.45			1.45
<b>W6</b>	0.7				0.7
<b>W7</b>	0.45				0.45
<b>Total</b>	<b>1.15</b>	<b>5.18</b>	<b>0.05</b>		<b>6.38.</b>

## 5.4 CONSTRUCTION OF ALL WALKWAYS AND BRIDLEWAYS IN ROAD RESERVES

A number of submitters advocate that the development of walkways and shared bridleways on private land would be too expensive and increase conflict risks between landowners and the public using the proposed walkways and bridleways. These submitters advocate that walkways and bridleways should rather be accommodated in road reserves.

### 5.4.1 Summary

Some of the roads can accommodate walkways and even bridleways at a lower cost than an off-road walkway or bridleway. Staff have recommended that the following walkways and shared bridleways be relocated to the following road reserves (see attached map):

- Relocate shared bridleway B1 within the road reserve of Oliver Rd and Wairoa Rd.
- Relocate shared bridleway B4 within the road reserve of Ainsworth Rd and proposed Structure Plan road between Ainsworth Rd and Minden Rd.
- Relocate the shared bridleway B5 within the road reserve of Munro Rd East, a short section of Te Puna Quarry Rd and proposed Structure Plan road between Munro Rd East and Ainsworth Rd.

### 5.4.2 Methodology

A drive-over inspection was undertaken by two of Council's engineers to visually assess the viability of the construction of an unsealed all-weather walkway on the following roads in the Minden Lifestyle Zone.

The following roads were assessed:

Minden Road, Crawford Road, Walden Lane, Oliver Road, Vernon Road, Junction Road, Waiata Road, Hayward Road, Te Puna Quarry Road, I'Anson Road, Munro Road, Ainsworth Road and Munro Road East.

The Road berms on each side were assessed using the following criteria:

- A – Easily constructible and 3m or more wide with a generally flat berm.
- B – Difficult construction with less than 3m berm width and minor topographical obstacles.
- C – Extremely difficult to construct with very narrow berms or steep banks.
- D – Not possible to construct safe walkway without specific solutions necessary such as suspended walkways etc.

The estimated construction costs for the four categories are as follow:

- A = \$25,000/km
- B = \$66,000/km
- C = \$505,000/km
- D = Not calculated as site specific engineering solutions will be required, which will be unfeasible.

The above costs are for smoothing the berm (approximately 3m wide) and the construction of a 1.5m wide gravel path.

### **5.4.3 Analysis**

#### Minden Road:

- There are only two short sections of Minden Road that are within Category A or B. These are (a) the portion from SH2 to Perkins Drive and (b) a portion (approximately 1.5km long) west of the Minden lookout.
- It is not viable to accommodate a bridleway along Minden Road.
- It will not be viable to construct a walkway from the steps close to Corbet Drive intersection to the Dawnview Place intersection.
- Construction of a pedestrian walkway on this road will necessitate switching sides regularly and vehicular traffic interference reduce the safety of the walkway overall.

#### Crawford Road:

- 60% of the length is Category B and the remaining 49% Category C.
- Not possible to construct a bridleway along the current road reserve.
- The estimated construction costs for a walkway on the berm is \$600,000.

#### Wairoa Road:

- It will be easy to construct a walkway along Wairoa Road (from Crawford Road to State Highway 2) at an estimated cost of \$70,000 (construction costs for walkway only). In general the road reserve can even accommodate a bridleway.

#### Walden Lane:

- It will be difficult to construct a walkway due to a restricted berm width and soil instability in the area.
- The estimated cost for the construction of a walkway along Walden Lane is \$35,000
- The berm width is restricted and not suitable for a bridleway.

#### Oliver Road:

- Generally easy construction, but has small sections with a restricted berm width, which will complicate the provision of a bridleway.
- Estimated cost: \$125,000

#### Vernon Road:

- Relatively easy to construct a walkway, but 50% of the length of the road has reduced berm widths, making the construction of a bridleway expensive.
- Estimated cost: \$35,000 (for walkway width only)

#### Junction Road:

- The road is currently unsealed with a high level of dust nuisance for pedestrians.
- In general it would be difficult to construct due to a reduced berm width over most of the road length.
- Construction of a pedestrian walkway on this road will necessitate switching sides regularly, which will reduce the safety of a walkway.
- Not costed as two sections were classified as Category D

#### Waiata Road:

- Generally easy to construct a walkway along this short dead-end road.
- This road provides access to only 3 properties and a walkway is not required.

#### Munro Road:

- Generally easy to construct a walkway along the road reserve, but it might be necessary to cross the road to switch sides.
- There are two short sections of 100m each that will be too costly to construct (Category C & D) a bridleway.
- Estimated cost: \$250,000 (for walkway only).

#### I'Anson Road:

- Can accommodate a walkway and bridleway on one side of the road. However, there are short sections around corners and a

gully crossing where it might be more costly to construct a walkway or bridleway.

- Estimated cost: \$30,000

#### Hayward Road:

- Generally easy to construct a walkway and bridleway along the road reserve.
- Estimated cost: \$20,000 (excluding the paper road section)

#### Te Puna Quarry Road:

- Generally easy to construct a walkway and bridleway along the road reserve for the first 800m from SH2.
- It will be expensive to construct a walkway along the last 250m to the Park entrance.
- Estimated cost for the first 800m: \$26,000
- The last 250m have two Category D sections.

#### Ainsworth Road:

- Generally easy to construct a walkway and bridleway along the road reserve.
- Estimated cost: \$15,000

#### Munro Road East:

- Generally easy to construct a walkway and bridleway along the road reserve
- Estimated cost: \$10,000

## **6.0 Recommendation**

**6.1** That all bridleways, as indicated on the Notified Plan Variation be amended to become shared bridleways to accommodate walking and cycling.

**6.2** That the alignments following shared bridleways and walkways be retained as notified:

**6.2.1** Shared Bridleway B2

**6.2.2** Shared Bridleway B6

**6.2.3** Shared Bridleway B8

**6.2.4** Walkway W2

**6.2.5** Walkway W3

**6.2.6** Walkway W6

**6.2.7** Walkway W7

**6.3** That the following be deleted:

**6.3.1** Shared Bridleway B3.

**6.3.2** The portion of B7 in Munro Rd southeast of the I'Anson Rd intersection.

**6.3.3** Walkway W1.

**6.4** That the alignment of the following shared bridleways be amended as follows:

- 6.4.1** Shared Bridleway B1 be included in the road reserves of a portion of Wairoa Rd (between Oliver Rd intersection and proposed TNL) and Oliver Rd.
- 6.4.2** Shared Bridleway B4 be included in the proposed Structure Plan Road between Ainsworth Rd and Minden Rd, and a portion of Ainsworth Rd.
- 6.4.3** Shared Bridleway B5 be included in the proposed Structure Plan Road between Ainsworth Rd and Munro Rd East, and along Munro Rd East and a portion of Te Puna Quarry Rd.
- 6.4.4** The southern portion of Shared Bridleway B9 to follow Minden Paper road.
- 6.4.5** The eastern part of Shared Bridleway B10 to follow the south-western boundary of Ecological Area U14/52 in a southern direction and along the western boundary of Te Puna Quarry Park. It then enters Quarry Park on the south-western corner.
- 6.4.6** Relocate Shared Bridleway B11 to the gully system west of the notified B11, which exists close to the I'Anson / Hayward Rd intersection.

**6.5** That the alignment of the following walkways be amended as follow:

- 6.5.1** The western portion of Walkway W3 be realigned to follow the property boundary.
- 6.5.2** The southern portion of Walkway W4 be realigned to follow the property boundary.
- 6.5.3** The southern portion of Walkway W5 be realigned to follow the property boundary.

**6.6** The following submissions are therefore:

**6.7 Accepted**

Submission	Point Number	Name
51	3, 4	Malcolm, PM & JE
62	2	Earp, Jacqueline
46	10	Purves, D & S
13	1, 2	GW & M Hatton
56	1	Phipps, Nathan

**6.8 Accepted in Part**

Submission	Point Number	Name
32	1, 2	Anderton, SG & DS
18	3, 4	Blyth, H & D
35	1, 2	Brett, MM & DR
28	1, 2	Gray, AD & MG
34	1, 2	Maunder, RL & JE
30	2, 3	McCulley, Shirley
70	1	Parker, David
36	1	Phipps, John & Catherine
19	4	Pirirakau Incorporated Society.
33	1, 2	Poole, Duncan
FS 87	1	Purves, D & S (supports 13)
7	2	Richardson, Trevor

66	6, 7	Soby, Deidre
49	46	Surveying Services Ltd
61	4, 5	Walpole, Bruce
40	9	Western Bay of Plenty District Council
FS 87	2	Purves, D & S (supports 13)
FS 88	38, 39	Hatton GW & M (supports 71, 1 & 2)
FS 88	16, 17	Hatton GW & M (supports 77,4)
FS 88	9	Hatton, GW & M (supports 80.2)
FS 88	6, 7	GW & M Hatton (supports 26, 3 & 4)

## 6.9 Rejected

Submission	Point Number	Name
26	3, 4	Cooper, Jan & McNamara, Jim
71	1, 2	Dawkins, Keith
22	4	Gardiner, Hugh
72	1, 2	Harvey, Mr. & Mrs.
80	1, 2	Hedge, Allan
77	3, 4	Janello, Andreaus
30	2, 3	McCulley, Shirley
FS 90	21	Milne, Aaron Keith (supports 61,4)
60	1	Noad, Peter & Patricia
76	1	Otumoetai Te Puna Pony Club
68	1	Phipps, Bruce & Donaldson, Chrissie
5	1	Vogel, Dietmar & Jocelyn
61	4, 5	Walpole, Bruce

## 7.0 Reasons

- 7.1** The alignment of the proposed walkways and bridleways were selected by looking at the entire area, taking into consideration for example paper roads, topography, current reserves, routes traditionally used by Maori and Structure Plan roads. The proposed alignment does not necessarily incorporate site specific details and there is flexibility in the Plan to accommodate deviations from the proposed walkways and bridleways during subdivision stage; as long as the link can be achieved through an area with high amenity.
- 7.2** It is the intention to reduce the width of bridleways (see Report 15), which will result in less land being taken up by bridleways.
- 7.3** Although a number of submitters advocate for the retaining of the proposed walkways and bridleways as notified, the proposed amendment will provide more flexibility and will accommodate most concerns from submitters.
- 7.4** The intention always was to create walkways and bridleways to increase connectivity and the recreational and amenity value of the area.
- 7.5** Removing the proposed walkways and bridleways from the Plan will result in a lost opportunity.
- 7.6** The proposed walkways and bridleways will only have a cost implication from the day of construction.

- 7.7** Research has shown that safety will not decrease if the walkways and bridleways are properly designed and developed in accordance with 'Crime Prevention through Environmental Design' (CPTED) principles.
- 7.8** If the proposed alignments are deleted from this Variation, it will be expensive and complicated to develop walkways and bridleways in future.
- 7.9** Both the District Plan and Development Code refer to the 'Package of Plans' approach adopted by Council, where developers and landowners are invited to engage with Council staff early in the subdivision and design process to ensure best development outcomes for the developer, community and Council.
- 7.10** The eastern portion of the Minden Lifestyle zone, especially the area close to Crawford Road has a number of relatively big lots that are suitable for subdivision, but no walkways and bridleways links were provided for in the Structure Plan. It is important that staff investigate options for future walkways and bridleways links for inclusion in a future Plan Change.