

Mark Lile

From: Peter Olorenshaw <petero@inspire.net.nz>
Sent: Tuesday, 25 August 2020 7:50 am
To: Mark Lile
Subject: Re: Meeting Notes
Attachments: 22 July 2020 meeting notes - ML & then PO edits.docx

Hi Mark Just a short addition to you edits, otherwise happy with them.
Cheers
Peter

On 24/08/2020, at 7:44 AM, Mark Lile <mark@landmarklile.co.nz> wrote:

Hi Peter, I trust my edits to our meeting notes were OK. Can you please send me through a final version.
Thanks again.

Mark Lile
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Resource Management Consultancy

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From: Mark Lile
Sent: Friday, 21 August 2020 7:45 AM
To: Peter Olorenshaw <petero@inspire.net.nz>
Subject: RE: Meeting Notes

Hi Peter, Here are my edits.
Thanks for writing these up.

Mark Lile
Landmark Lile Limited
Resource Management Consultancy

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From: Peter Olorenshaw <petero@inspire.net.nz>
Sent: Friday, 21 August 2020 7:28 AM
To: Mark Lile <mark@landmarklile.co.nz>
Subject: Meeting Notes

Hi Mark
Didn't received anything from you regarding this meeting so here are notes from Lynn and I for you to file
Cheers
Peter

Peter Olorenshaw
petero@inspire.net.nz

- Want to be in the tent rather than outside. Agreed to keep you informed as more information comes available.
- Want to keep dialog open. Agreed.
- Perhaps the biggest concern is Traffic on Ralphine Way, Maitai Valley and Nile ~~st~~St. Along with increased residential traffic in Maitai Valley, the concern that subdivision will change the nature, losing the recreational feel of the valley. The current properties in Ralphine Way help screen the subdivision , provide a buffer. So if vehicle traffic was to go out another way it would lessen the impact on the valley, keeping it as a recreational area for Nelsonian' s.
- We said that it would be very inefficient if residents could enter and exit via the Maitai Valley. That is not in accordance with best practice of transport efficiency, convenience, resilliance and sustainability. We also said NCC has strongly promoted the linkage for resilliance prurposes.
- Peter responded that (to encourage mode shift away from car driving) countries like Holland make driving a car longer and biking or walking having short cuts.
- Flooding is also a concern. Currently the flat paddock areas of Kaka Valley Farmland are a spill over area for Kaka Tributary and Maitai Valley when in flood. If Developers raise this area, there is a concern that flood water backing up onto neighbouring properties at 1 – 5 Ralphine Way and causing flooding of properties further down stream. Concern it will push flood water into The storage shed on 1 Ralphine Way (which has not previously had any flooding). This issue is beigng addressed by Tonkin & Taylor who hold the Council's flooding model.
- We asked if Emma and Brittany and Tim could have first dibs at buying a strip alongside their sections or a reserve strip alongside their sections - this might stop their objections. This is possible. We have already spoken to Brittany and will keep those options open.
- A completely different type of subdivision might be more acceptable, rather than traditional subdivisions like lower Queen Street. The land presents different characteristics, constraints and opportunities, and so will inevitably result in a different approach towards subdivision.
- Any Changing of the Current Zoning is still going to be contentious with neighbours as the lack of information means they expect a subdivision like lower Queen Street which they are against. The information already shown to the residents in our first meeting made it clear that the rezoning was going to be responsible and bespoke for this location.
- Could we do a yes if rather than a no because? So could the road access be through Bayview not Ralphine way? It will eventually link at both ends. With

just cycle and walking into Maitai? Initial developer ~~very~~-negative reaction to this. Addressed above. but as a sure fire means of getting approval for residential zoning might be something they need to look at. This is not correct. We are planning to provide a high standard of alternatives to enable alternative modes of transport. - disperse traffic into Walter Bluff, Garin Heights (off Brooklands), Bayview Road (right down near the bottom), Dodson Valley Road. Locked Gate at end Ralphine Way only opened when main road detour is required. Not agreed as addressed above.