

RC 200366 – Wooing Tree Fast Track Application
CODC Response to Revised Proposal
Concept Masterplan Scheme – Revision P, 9 July 2021

The applicant (Wooing Tree Property Development Limited Partnership) requested that their application be put on hold on 6 July 2021 until Monday 12 July 2021. The EPA granted this request on 7 July 2021. On 7 July 2021, the applicant held discussions with Louise van der Voort and sent through revised concept drawings, followed by a further scheme plan on 9 July 2021.

CODC's project team met via Teams on Friday 9 July 2021 to discuss the changes to the application and below are our responses and attached.

Planning:

1. The removal of the retail main street precinct would more closely align with provisions of the ODP to achieve on-site facilities in a manner complimentary to the town centre. It would also provide additional town house 'typologies' and thus further choice of housing stock within Cromwell.
2. A 15m buffer aligned to SH6 and SH8B is not supported, noting that within the District Plan the 30m setback to SH6 and SH8B fulfils important functions including efficiency and effectiveness of the State highway network, and also provides for significant visual and acoustic amenity to residential environments adjoining these busy roads, both of which are experiencing significant increases in traffic volumes year by year.
3. On SH6 the 30m setback is consistently applicable from the lakeshore edge and frontages (north of the site), to the south of the SH6/8B intersection and on SH8B in an easterly direction beyond Shortcut Road. The 30m setback is also key to the 'town entry corridor' and urban amenity of the site and its surrounds, as identified in the Cromwell Spatial Plan and PC12 (now part of the District Plan provisions).
4. A cellar door, hospitality/tourism, visitor accommodation and community related use located either side of the proposed roundabout is not supported for reasons of traffic constraints and potential duplication of some of these activities with those located in the town centre. We consider this placement also raises issue of precedent for cellar door activities throughout the District which elsewhere have significant setbacks from the State highways and arterial roads.
5. A community related use (e.g. childcare centre) may be better placed next to a reserve that is equipped with play equipment and/or other facilities to compliment the intended use.
6. We note that the commercial development shown adjacent to SH8B is within the current BA2 Resource Area zone, and if located in the southern sector of that zone

(north of Blondie Drive), it would have good accessibility and visibility beyond the roundabout setback.

Urban Design:

See attached.

We also note that the proposed visitor accommodation in the south west corner needs to consider the principle pumping main running through that western boundary.

Economic:

The previous hand sketch plan was encouraging as it showed a significant reduction in the level of commercial GFA that could be developed on the site, subject to detail in the accompanying provisions, i.e., it removed the main street commercial offer and around 15 proposed tenancies.

The latest more formal Wooring Tree Estate plan, titled Concept Masterplan Scheme Revision P, 9 July 2021, confirms the removal of the previous main street commercial offering which reduces the commercial potential down to a more appropriate scale (less than 1,000sqm GFA as we understand). It is not clear what the Community Related Use is proposed to be (childcare centre?), but we note this appears to fall within the commercial precinct. If the community related use fails to eventuate, then the GFA could potentially go back into retail (we suspect being in the commercial precinct) which we do not support in this location.

The visitor accommodation frontage occupies a significant part of the commercial precinct, with structures and development within part of the site currently zoned Rural Resource Area. It would be better placed within current BRA2 zoned location. In the proposed location we are concerned it creates a potential precedent for visitor accommodation use within close proximity to State highway frontages.

Our expert holds the view that the relocation the commercial precinct to the southern end of the existing B2B zoned area would not adversely affect the likely economic outcome or functioning of the Cellar Door and community related use on the basis there remained good sightlines from SH8B to the new location.

Traffic:

From a transport perspective, we do not consider that the revised proposal addresses the underlying transport concerns. The specific issues that are not addressed are:

- Separation of the first Blondie Ave intersection from the SH8B/Barry Ave roundabout has not increased.

- Commercial activity on both quadrants of the roundabout continues to lead to potential pedestrian activity across the northern leg of the roundabout. Particularly for VA guests to access the hospitality/tourism. Relocating the hospitality/tourism area to a more suitable location that doesn't require pedestrians to cross the main roads would be desirable.
- The hospitality/tourism (we note the childcare centre has been deleted) does not link well with the underpass.
- The central townhouse development does not align pedestrians and cyclists towards the underpass but towards the roundabout.
- There are insufficient details of the proposed townhouse residential area to make a proper assessment. In particular, the road widths, proposed density and provision of parking.
- It is unclear if there is a footpath proposed linking pedestrians to the crossing points on the roundabout that are defined as being for cyclists only.
- Tour coaches using the visitor accommodation will continue to have a tortuous path through the residential area.
- Connections between the roundabout and Shortcut Road have not been improved.
- Cyclists and pedestrians emerging from the green space directly into the busiest intersection of the development with a non-standard and potentially confusing layout, see below:



- We do note that the shared space on Blondie Ave/Main Road has been deleted which is a positive.

We further note that our comments to the EPA still stand insofar as the original proposal, as submitted.