SUMMARY EVIDENCE OF RICHARD FORD ON BEHALF OF D. J JONES FAMILY TRUST AND N. R SEARELL FAMILY TRUST

INTRODUCTION

1. My full name is Richard Andrew Ford. My qualifications and experience are set out in my Evidence in Chief.

SCOPE OF SUMMARY OF EVIDENCE

2. This Summary of Evidence sets out the key points within my Evidence in Chief (**EIC**).

3. In my summary of evidence, I address the following matters related to the Evidence prepared on behalf of Bannockburn Responsible Development Incorporated (**BRDI**):

4. those parts of the BRDI evidence that address matters within scope of my expertise, with particular emphasis on matters where there is a difference of view between myself and the BRDI evidence.

SUMMARY OF EVIDENCE

5. I have been extensively involved with the Proposal, including ongoing liaison with Council staff since 2017 and also have extensive experience with design, construction, supervision and certification of subdivision projects located in Bannockburn since 2015.

6. Land development engineering and surveying matters associated with the Proposal considered to inform the application include existing site connections, access, streetlighting, water, wastewater, stormwater, earthworks and survey datum.

7. The Site is located within the Cromwell water and wastewater servicing area, which is outlined within the Central Otago District Council Financial and Development Contributions Policy dated 1 July 2021. The Site is also currently considered "connected but vacant" and historically and currently rated accordingly.

8. Critical wastewater infrastructure intersects the Site, particularly the main gravity trunk line for all of Bannockburn's wastewater. The subject land is also burdened by both reticulated network and discharge of stormwater, not currently registered upon the title as easements in gross in favour of Central Otago District Council (**CODC**) or relevant third parties.

9. Maximum longitudinal gradients of shared accessway's are proposed to be in compliance with NZS 4404:2010, which allows for maximum gradients of 20% for a right of way, being an acceptable standard to Fire and Emergency New Zealand (**FENZ**). Longitudinal gradients aside they will otherwise comply with CODC's 2008 Addendum to NZS 4404:2004. This departure from typical CODC standards is to ensure adaptive re-use of the historic water race as a G1/2 NZCT cycle trail takes precedence.

10. Provision of pedestrian routes of various standards will enable recreational opportunities for residents and visitors to the area, with carparking in logical locations providing additional capacity to cater for visitors to the area.

11. As vehicles have headlights to illuminate their path, streetlighting is generally provided for the benefit of pedestrians. However the overhead streetlights on Terrace Street will be extended until the final intersection between Terrace Street and the Loop Road, which coincides with the Building Line Restriction (**BLR**).

12. Where beyond the BLR, it is proposed that bollard style lighting can be implemented to minimise the impact on local residents and those viewing the area from outside the development.

13. Ongoing liaison with various CODC engineering staff since 2017 has indicated there are no physical or technical impediments to servicing the Proposal for both wastewater and water supply for potable and firefighting purposes. Detailed design will be subject to engineering approval and applications to connect.

14. Each type of infrastructure for water and wastewater is identified on the preliminary engineering layout plan. Notably new wastewater infrastructure is proposed to involve both conventional gravity sewer and private pumped

sewer systems (as are common in other areas of Bannockburn and wider CODC area).

15. Stormwater in Bannockburn (and the wider Cromwell basin) is generally easily disposed of via soakpit due to favourable ground conditions, noting that there are some exceptions where poor soakage rates exist in conjunction with comparatively large catchments.

16. Permeability testing and soakpit sizing will be undertaken in the detailed design phase associated with engineering approval applications. However, initial design parameters based on extensive experience on other sites across Bannockburn have been confirmed based on information in the ENGEO geotechnical investigation reporting.

17. These initial design parameters have informed preliminary road design and provision of attenuation areas and secondary flow paths, indicating that stormwater is able to be adequately discharged to soakpit and natural flow paths, with post development flows similar to the current stormwater regime, indicating disposal of stormwater from the Proposal is achievable.

18. Extents of earthworks required, and indicative volumes associated with the development, using the preliminary engineering design as a basis were shown on a plan accompanying the application. Beyond road construction and incidental trenching for servicing, it is not anticipated that extensive earthworks are to be undertaken for this development.

19. Control of sediment-laden water during the earthworks and up to full site stabilisation is addressed via the Erosion and Sediment Control Plan (**ESCP**). It is anticipated that this matter will be finalised in parallel to the engineering approval process. This would also allow any additional concerns (such as noise, vibration, dust, etc.) to be captured by upon a comprehensive Environmental Management Plan (**EMP**) in substitution of the ESCP prior to the start of any works.

20. CODC have recently adopted a new official height standard, becoming operative after the preparation of the application. Unfortunately, this is not coincident with the previous local datum in the vicinity of the site.

21. However, those levels listed as "*masl*" within the application are correct with respect to the previous local datum and the contours shown on plans in the application. Thus, they are accurate in a relative sense to the surrounding environment, allowing legibility in assessing the affects.

22. While its critical any reduced levels listed in any final conditions of consent (e.g. invert levels, max build heights) are correct in a relative sense, these also need to accurately reference CODC's (and NZ's current) official height standard. If a decision to grant the consent is forthcoming, reduced levels associated with each relevant condition can be confirmed prior to issue of the decision.

23. Consequently, I am of the opinion that neither surveying or land development engineering matters, nor the specific concerns about these matters raised by BRDI present an impediment to approval of the Proposal.

RESPONSE TO BRDI EVIDENCE

24. The evidence of James Dicey on behalf of BRDI dated 7 October 2024, raises several concerns about the Application.

25. In this section I address those parts of Mr Dicey's evidence that address matters within scope of my expertise.

26. The approach I have adopted in this response section is to identify those parts of Mr Dicey's evidence where I disagree, and to explain my reasons for disagreement.

27. At paragraph 18 (g) of his evidence, James Dicey states for BRDI that:

> *A lack of infrastructure planning, relating to potable and waste water and whether sufficient analysis has been undertaken at a Bannockburn wide level to gain confidence that there is sufficient capacity in the current system.*

28. I do not agree with this view. These matters are discussed within my evidence in chief, in paragraphs 101 – 106 directly addressing Mr Dicey's concerns and paragraphs 110 – 112 generally concerning the same.

29. The Site is zoned RRA(4)/LLRZ under the ODP, is located wholly within the Cromwell water supply and wastewater scheme boundary and is currently serviced by operational connections for both.

30. The proposed yield (or resultant density) of the Proposal does not exceed that anticipated by the underlying zone. Therefore, the servicing capacity currently provided at the "*Bannockburn wide level*" is sufficient and anticipates development of this site at (or above) the proposed density. This matter is reflected in the s42A report at paragraph 132.

31. During discussions with CODC since 2017, there have been no significant technical concerns highlighted. Any shortcomings identified with the existing infrastructure, and detailed design matters, are adequately managed through consent conditions and subsequent engineering approval, application to connect & s224(c) certification processes. Therefore, this is not an impediment to the resource consent application being processed, or indeed granted.

32. At paragraph 18 h) of James Dicey states for BRDI that *"Please see the email (attached as an appendix) I received from a long time campground user as an example."*

33. I do not agree with this statement as the inclusion of the additional attachment in Mr Dicey's evidence appears to be conflating disparate concerns. Uncertainty regarding potential land use change at an independent landholding (Cairnmuir Camping Ground) appears to be presented as direct opposition to the Proposal.

34. Following a change of ownership in 2022, pursuit of an alternate land use, may result in the eventual closure of the campground, which is operated under a lease. The email attachment indicates some opposition to that matter, but this has no relevance to the Proposal.

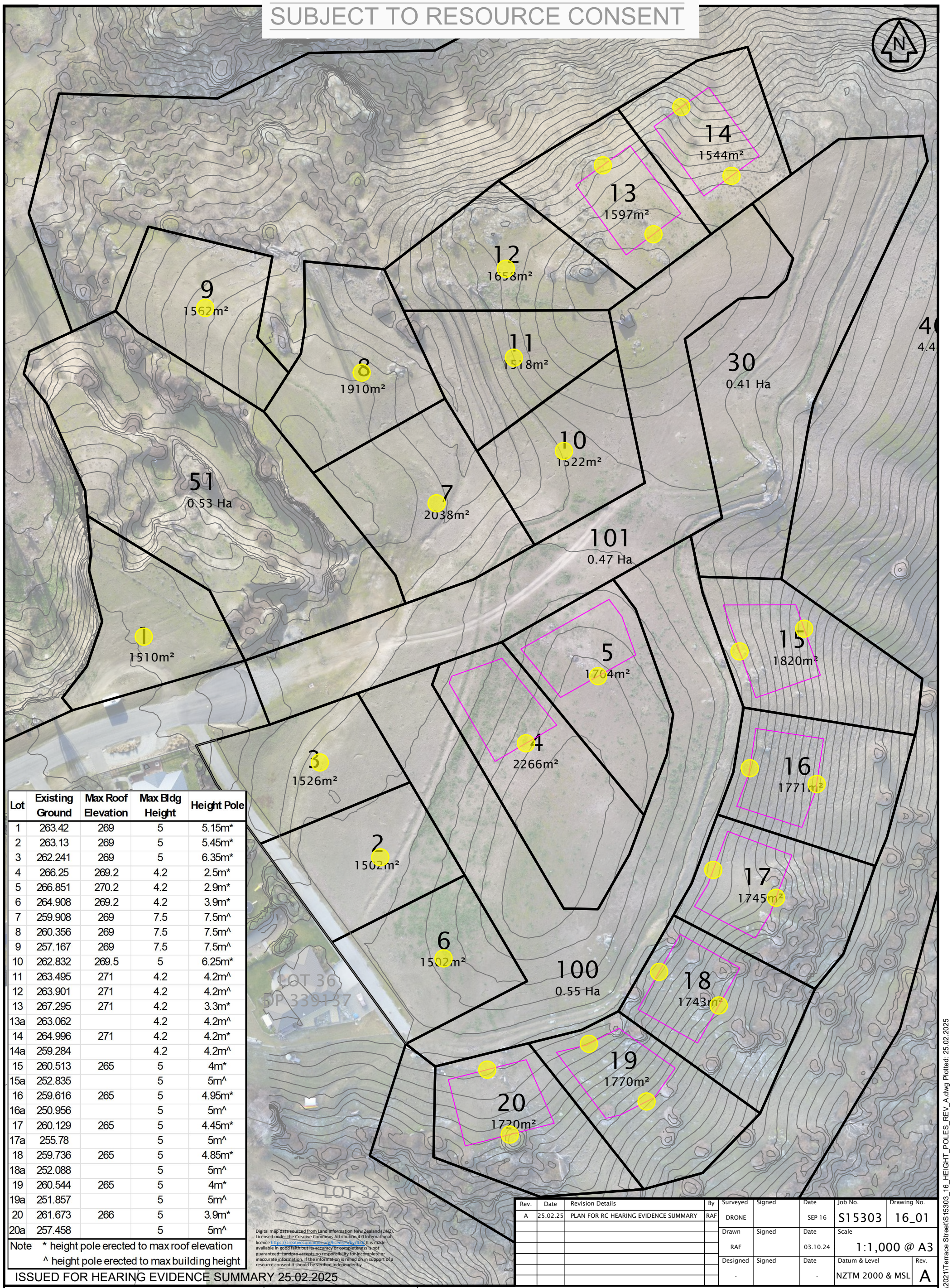
35. Finally, I can confirm that I've been to site and confirmed the height pole locations per the Pole Installation Plan which is attached at **Appendix A** for the benefit of all parties inspecting the site in advance of the hearing.

Richard Ford

28 February 2025

APPENDIX A - POLE INSTALLATION PLAN

SUBJECT TO RESOURCE CONSENT



Lot	Existing Ground	Max Roof Elevation	Max Bldg Height	Height Pole
1	263.42	269	5	5.15m*
2	263.13	269	5	5.45m*
3	262.241	269	5	6.35m*
4	266.25	269.2	4.2	2.5m*
5	266.851	270.2	4.2	2.9m*
6	264.908	269.2	4.2	3.9m*
7	259.908	269	7.5	7.5m^
8	260.356	269	7.5	7.5m^
9	257.167	269	7.5	7.5m^
10	262.832	269.5	5	6.25m*
11	263.495	271	4.2	4.2m^
12	263.901	271	4.2	4.2m^
13	267.295	271	4.2	3.3m*
13a	263.062		4.2	4.2m^
14	264.996	271	4.2	4.2m*
14a	259.284		4.2	4.2m^
15	260.513	265	5	4m*
15a	252.835		5	5m^
16	259.616	265	5	4.95m*
16a	250.956		5	5m^
17	260.129	265	5	4.45m*
17a	255.78		5	5m^
18	259.736	265	5	4.85m*
18a	252.088		5	5m^
19	260.544	265	5	4m*
19a	251.857		5	5m^
20	261.673	266	5	3.9m*
20a	257.458		5	5m^

Note * height pole erected to max roof elevation
^ height pole erected to max building height

ISSUED FOR HEARING EVIDENCE SUMMARY 25.02.2025

Rev.	Date	Revision Details	By
A	25.02.25	PLAN FOR RC HEARING EVIDENCE SUMMARY	RAF

Surveyed	Signed	Date	Job No.	Drawing No.	
DRONE		SEP 16	S15303	16_01	
Drawn	Signed	Date	Scale		
RAF		03.10.24	1:1,000 @ A3		
Designed	Signed	Date	Datum & Level	Rev.	
-		-	NZTM 2000 & MSL	A	

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NOTES
- All dimensions shown are in metres unless otherwise shown
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
-If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

HEIGHT POLE INSTALLATION
PROPOSED SUBDIVISION OF LOT 4 DP 339137
TERRACE STREET, BANNOCKBURN

D:\DATA L - Local working\2021\Terrace Street\S15303_16_HEIGHT_POLES_REV_A.dwg Plotted: 25.02.2025