

Richard Coles

From: Rodney Albertyn s 9(2)(a)
Sent: Thursday, 19 May 2022 9:42 am
To: Richard Coles
Cc: Cole O'Keefe
Subject: RE: Pongakawa Plan Change - Arawa Road.

Hi Richard,

I have received feedback from our Safety Engineer. Please see comments below. It would be much appreciated if your Engineer could prepare a response to these points. I'd prefer not to drip-feed you comments, but I am waiting on feedback from our Network Manager and Lead Strategic Planner. I will get these to you ASAP.

Traffic generation

Great to see the ITA included the Penelope development. Agree with this section of the ITA.

Installing a left turn bay

- How are they going to achieve the 150 m deceleration length required? Will they extend the culvert? If so, they will need to ensure the barrier meets the current standards including length of need.
- A left turn bay will also shift traffic closer to the power poles, recommend the barrier is extended east to protect the power poles:



- The design of a left slip lane would need to mitigate risk of turning traffic obscuring through traffic. Ultimately it depends on the layout/topo of the intersection.
 - The design should not create a parallel lane to the main road with very little separation, as that results in obscuring.

- There is an option to go with a short taper type (with recognition that this may increase rear end crashes but ultimately that would be better than side impact), or
- have much more separation to help reduce the masking (this would be difficult with the culvert and property boundaries at this intersection).
- The placement of the give way/stop limit line is important.
- Section 3.2 of this research report discusses this further: [Research Report 644 The crash performance of seagull intersections and left-turn slip lanes | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](#)

Right turn bay

The existing right turn bay appears to have non-standard markings. I suggest the applicant demonstrates the existing RTB meets the requirements in austroads. If they are not met, the RTB would need to be upgraded before we could support the application.

Keen to discuss further as required,

Rodney Albertyn

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From: Richard Coles s 9(2)(a)
Sent: Friday, 13 May 2022 1:04 PM
To: Rodney Albertyn s 9(2)(a)
Subject: Pongakawa Plan Change - Arawa Road.

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Rodney,

Further to our previous discussions/emails please find attached a letter with draft structure plan for the Pongakawa Plan Change. This is subject to minor change as we finalise the plan change documentation.

It would be great to get Waka Kotahi's confirmation they are satisfied there are no safety issues. Note minor upgrades to the intersection with Arawa Road/SH2 are proposed – see Harrison's Report.

We have also reviewed the reverse sensitivity overlay maps you sent in the link and the plan change area is outside of this reserve's sensitivity buffer areas so there should be no issue in that respect.

The lot yield of 100 dwellings is a little aspirational and the actual number may well be about 90. We have taken a conservative view for the transportation assessment.

Note I did not get a response from my emails to Cole O'Keefe last year. I expect he is very busy, so have addressed this correspondence to you.

Have a great weekend and look forward to hearing from you soon.

Kind regards

Richard Coles
Director/Planner MNZPI

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