

## Jacob Paget

---

**Subject:** FW: 31 Ngongotaha Road  
**Attachments:** x\_S1\_Base (221122) Layout.pdf; Commute\_RevA zoomed.pdf; NZTA Response Letter Rotorua SHA\_31 NGONGOTAHA ROAD.pdf

---

**From:** Rodney Albertyn <S 9(2)(a)>  
**Sent:** Monday, February 20, 2023 1:33 PM  
**To:** Leo Hills <S 9(2)(a)>  
**Subject:** RE: 31 Ngongotaha Road

Good afternoon Leo,

Thank you for seeking preliminary feedback from Waka Kotahi regarding future development within 31 Ngongotaha Road (SH36), Ngongotaha.

Our understanding is that the proposal, at very high level, is a residential development in the order of 200 dwellings, as per the attached draft concept plan. We understand that the Ministry of Housing and Urban Development (HUD) has purchased the subject land through the Land for Housing programme, for a mixed development of affordable homes for the private market and public housing. A fast-track application is anticipated. By way of background/context, please find attached the SHA advice previously provided by Waka Kotahi for this site in 2018.

### Network Manager Comments:

- Our 2018 comments note worsening congestion through Ngongotaha and the SH5 intersection. This is still an issue, but the SH39/SH5 roundabout was upgraded in 2021 to include a southbound slip lane, improving intersection capacity. The ITA should consider this.
- The development should include a footpath along the SH36 frontage of the site, linking into the footpath to the south of the site. Pedestrian crossing facilities are also expected to be required on SH36. The footpath would ideally tie in with the footpath on the west side of SH36 which starts on the south side of the railway line. This aligns with previous Waka Kotahi advice.
- Please consider if two site accesses onto SH36 are required. If the proposal remains with one access, please consider if this access can be moved south. This would improve intersection separation distances and better provide for pedestrians and cyclists travelling to and from the south. If the access is to remain at the north end of the site, please consider if a pedestrian/cycle connection can be provided on the south boundary.
- An 80% directional split to the south in the am peak (with 80% leaving) gives 269vph turning right out of the site in the am peak period. This would have delays of about 20 seconds for the right turn out movement (level of service C). While this isn't excessive, we would want to see a robust future year capacity assessment (at least 10 years) undertaken. This will help confirm the design, and inform if two site accesses are required instead of just one.
- For 350 houses (which we understand is the maximum anticipated capacity of the site), with 1.2 trips each in the peak hour, 20% to the north and 80% turning in the in pm peak period gives a right turn in movement of 67vph. Right turn bays are usually required at about 5vph, and so will be required at this site.
- The current AADT is 9100vpd with 13% HCV.
- The crash history in the area is relatively low (minor and non-injury crashes away from the proposed intersection).
- Cyclists are well provided for with relatively wide sealed shoulders on either side of the road. Cyclists' safety will be improved if the speed limit is reduced.
- There is merit to consideration of changes to the 50km/h speed limit change, which we are keen to discuss further.

### **Safety Engineer Comments:**

- The proposed development should demonstrate that any proposed intersection form is a primary safe system layout that effectively and optimally reduces the likelihood and severity of crashes. In particular, it should demonstrate that it is not possible to have:
  - An intersection (right-angle) crash at an impact speed greater than 50 km/h.
  - A run-off-road (side impact with a rigid object) crash at an impact speed greater than 40 km/h.
  - A vulnerable road user (pedestrian, cyclist or motorcyclist) crash at an impact speed greater than 30 km/h.
- It is noted that the one network framework classification for this section of state highway is a Peri-Urban Road. Given the magnitude of the proposed development it appears that this would significantly impact on the current movement and place function assigned to this section of state highway. Accordingly there should be:
  - An assessment undertaken of the extent of change to the current street category as a result of the proposed development.
  - Determine the new street category that should be assigned.
  - A check with the surrounding network (it is noted that the adjacent state highway sections are classified as Rural Connector to the north, and Urban Connector to the south).
  - Determine what infrastructure is required to support the new street category to be consistent with the surrounding network in terms of the various modal classifications (public transport, cycling, walking, freight, and general traffic).

Keen to discuss further as required.

Rod

### **Rodney Albertyn**

**Principal Planner, Poutiaki Taiao / Environmental Planning**

Transport Services

Email: s 9(2)(a)

Phone: DDI: +64 7 928 7918 s 9(2)(a)

**Waka Kotahi NZ Transport Agency**

Tauranga, Level 3, Harrington House, 32 Harrington Street

PO Box 13055, Tauranga Central, Tauranga 3141, New Zealand



[www.nzta.govt.nz](http://www.nzta.govt.nz)

14 February 2018

**Via Email**

Chris Dillon, Senior Policy Advisor, Rotorua Lakes Council

s 9(2)(a)

Dear Chris,

**NZTA COMMENTS – PROPOSED SPECIAL HOUSING AREA – 31 NGONGOTAHA ROAD, ROTORUA**

Thank you for providing the NZ Transport Agency (Transport Agency) with details of the proposed Special Housing Area (SHA) at 31 Ngongotaha Road, Rotorua. This letter sets out the Transport Agency's feedback.

The indicative road layout includes a new local road that would provide access to State Highway 36 (SH36). To ensure that the safety and efficiency of SH36 is not compromised, this intersection would need to be designed and built to an adequate standard in consultation with the Transport Agency and Council. This is likely to take the form of a priority controlled intersection, with details to be confirmed at the Plan Variation and subdivision stages. The Transport Agency would seek to limit SH36 access to this local road alone.

There is currently no pedestrian footpath along the western side of SH36 in this location. The Transport Agency would seek that the developer provides for pedestrian and cycle connectivity to the existing network.

The indicative road network includes provision for future local road connections to the directly adjoining sites. This addresses future connectivity requirements and reduces the long-term need for additional access to SH36 from adjacent sites. The Transport Agency supports this aspect of the proposal.

The additional traffic associated with development in this area will exacerbate existing congestion experienced by the State Highway network. Specifically, SH36 through Ngongotaha Township and the roundabout at the intersection of SH36 and SH5. These cumulative effects and the requisite mitigation measures will be a key consideration going forward. It will be the developer's responsibility to mitigate any adverse traffic effects generated by their development, including delivery and/or funding of network improvements deemed necessary by a detailed traffic impact assessment.

Given the close proximity of the proposed SHA to SH36, noise effects generated by the highway will need to be avoided, remedied or mitigated appropriately in order to create a liveable residential

environment and prevent reverse sensitivity effects. In terms of managing noise within dwellings, the framework set out in Appendix 11 of the Rotorua Lakes District Plan would effectively provide for a liveable internal noise environment. This could be applied through specific conditions on residential development. The noise provisions that apply and the requisite mitigation will depend on the speed limit that is ultimately applied to this section of the network. The Transport Agency may also seek that outdoor noise effects be addressed at the plan variation stage.

If you have any questions please do not hesitate to contact me on (07) 928 7918 or [rodney.albertyn@nzta.govt.nz](mailto:rodney.albertyn@nzta.govt.nz).

Yours sincerely

A handwritten signature in blue ink, appearing to read 'R. Albertyn', with a stylized flourish at the end.

Rodney Albertyn





Revision notes:

Rev: Date: Notes:

Drawn by:

AL  
J002554

Project:

31 Ngongotaha Road, Rotorua  
Residential Development

Date:

2 December 2022

Figure:

1

Client:

Watchman Capital

Drawing Title:

Overall Site Plan

Scale @ A3:

1:1000

Revision:

A



STAGE 1	
SINGLE DWELLING	18
DUPLEX	64
TERRACE	93
DECOUPLED TERRACE	21
TOTAL DWELLING	196

