

TRANSPORT MEMO – WELLSFORD NORTH FAST TRACK REFERRAL APPLICATION – RESPONSE TO RFI

1 BACKGROUND

Further to your instruction, we are pleased to provide this response to the traffic matters identified in the 'Request for further information' letter from Ministry for the Environment dated 25 May 2022. We have responded to item 6 under the heading 'Transport/Roadway'.

For ease of reference, the request has been copied below.

"6. The application detailed that it is anticipated that the new intersection on Rodney Street will also service the land between the two sites as well as the land to the west of the sites (up to the railway tracks) in the future. The application also noted that preliminary discussions with Waka Kotahi NZ Transport Agency (Waka Kotahi) regarding the new intersection suggests that the proposed intersection is acceptable in practice. Please provide the following:

- a) a copy of any correspondence with Waka Kotahi in support of the proposed intersection*
- b) confirmation that the intersection to be constructed as a part of the project will be designed to meet the demands of the wider Wellsford future urban zone land*
- c) comment on proposed funding for the new intersection, e.g. will funding be met in full by the applicant?*
- d) whether alternative funding arrangements, if required, are likely to impact on the proposed construction timeline*
- e) whether separate approvals required from Waka Kotahi for the intersection design and construction may limit, delay or prevent project delivery (and to what extent)."*

The following sections respond to each of the above points.

2 RESPONSES

2.1 CORRESPONDENCE

The most recent written correspondence from Waka Kotahi regarding the fast track application is attached to this memo.

2.2 INTERSECTION CAPACITY

A full ITA has been prepared for the structure plan area which assesses the intersections operation when the full structure plan area has been built out. This assessment conservatively includes 2% linear background growth. Given Waka Kotahi are in the process of securing land designation and resource consents for the Warkworth to Wellsford project, the future volumes on Rodney Street (SH1)

are likely to drop significantly in the future and therefore the additional growth in this event is extra conservative.

From this assessment, in our opinion the future operation of the intersection is acceptable for the full structure plan. It is noted that Waka Kotahi have only provided comments on the intersection under the fast track traffic volumes, with further conversations currently in progress.

2.3 FUNDING

The funding of the intersection will be met in full by the developer.

2.4 APPROVALS

Waka Kotahi have indicated support for a right turn bay, and therefore a priority control intersection, to service the lots located directly off Rodney Street/SH1. Given there has been early correspondence with Waka Kotahi, and that there is general agreement with the intersection treatment, we see there to be no reason for delays.

3 CONCLUSION

Overall, we consider the development acceptable and trust this addresses the outstanding queries from the Ministry.

Rachel Gasson

From: Ash Peti <s 9(2)(a) >
Sent: Monday, 23 May 2022 7:18 pm
To: Cosette Saville
Cc: Nick Roberts; Richard Campion; Peter Dufaur; Rachel Gasson; Leo Hills; Dale Roberts; Tim Elliott
Subject: RE: Wellsford North Fast-Track application

Good evening Cosette,

Thanks for your patience while we reviewed the amended ITA.

It has been somewhat difficult reviewing an ITA that addresses a fast-track application and plan change simultaneously, specifically when trying to draw focus on one aspect being the fast-track proposal, while noting the wider development land-use and transport integration considerations that will come in the future.

Waka Kotahi make the following in principal comments relating only to **the fast-track application**.

In principal, Waka Kotahi agree with the ITA's findings that Right-turn Bays (RTB) (the existing RTB intersection at SH 1/Batten Street and proposed new access on SH 1) will appropriately serve the two fast-track application sites (87-lots in total). Should Waka Kotahi move forward with an approval, it will be conditional, which will include a requirement for preliminary design drawings being submitted and approved prior to construction.

Further comments:

- We are keen to understand Auckland Transport's views on the proposal. Can we ask what their views are?
- While the ITA recommends a reduced speed limit, it doesn't match the current posted speed limit on SH1. The proposed new access is located in a 70km/h speed area and therefore, new access needs to be designed based on the current posted speed limit.
 - Waka Kotahi have opened speed management consultation for this section and welcome your feedback before the consultation closes on June 14 2022. Please let me know if you would like further information on this.
- Waka Kotahi still have concerns regarding walking and cycling connectivity regarding the Rodney Street site, please provide confirmation that walking and cycling will be in place prior to the dwellings being occupied to encourage mode shift?

Please note that this is not a formal approval.

Kind regards,

Please note: My work days are Monday - Thursday

Ashleigh Peti (she/her)

Planner - Environmental Planning (Auckland/Northland)

Poutiaki Taiao | System Design

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