



**Dargaville Racecourse  
Private Plan Change 81  
Transportation Hearing Report**

2 March 2023





4 Leek Street, Newmarket  
PO Box 128259, Remuera 1541, Auckland  
Ph. 09 869 2825  
[www.commute.kiwi](http://www.commute.kiwi)

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Final report	Ana Lee	Leo Hills	Leo Hills
			

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## 1 INTRODUCTION

Commuter has been commissioned by Kaipara District Council (KDC) to review the transportation matters associated with the Dargaville Racecourse Proposed Private Plan Change 81 (PPC81). Dargaville Racing Club Inc. has lodged an application seeking a Plan Change for 47 hectares of land located on the corner of State Highway 14 (SH14) and Awakino Point North Road in Dargaville. PPC81 seeks that the land be rezoned from the current rural zone to a mixture of residential, light industrial, neighbourhood centre and open space.

This report includes a summary of PPC81 transportation matters, a review of the application material, a summary of the submissions, and concluding recommendations based on this review.

A review of the following documents has been undertaken:

- Integrated Transportation Assessment Report as lodged, prepared by Stantec, dated February 2022;
- 12 Submissions which raised traffic and or transportation matters;
- 7 Further submissions which raised traffic and or transportation matters; and
- Additional information provided by the applicants traffic engineer relating to the SH14 / Awakino Point North Road intersection.

## 2 THE PROPOSAL

Dargaville Racing Club Inc. (the applicant) has applied for a Private Plan Change (PPC) to rezone 47 hectares of rural zone to a mixture of residential, light industrial, neighbourhood centre and open space. The area of the PPC is situated at the corner of State Highway 14 and Awakino Point North Road, Dargaville and comprising of Part Lot 37 DP 7811 (NA 692/361) (46.6729ha) and Part Lot 37 DP27168 (NA689/300) (4,047m<sup>2</sup>).

The development proposal provides for the establishment of a total lot yield of approximately 24 light industrial lots, 435 residential lots, and one Neighbourhood Centre Area.

Figure 2-1 shows the PPC area as well as the indicative roading network.

The PPC includes the following road network elements:

- A new Industrial Road accessed from Awakino Point North Road via the new give-way controlled T-intersection (serving the Light Industrial activity of the development);
- A new Primary Access Road accessed from Awakino Point North Road via the new give-way controlled T-intersection (serving the residential area of the development);
- A new Low Volume Access Road serving more residential lots by means of secondary access from the Primary Access Road; and
- A new shared pedestrian / cyclist shared path between the PPC site and Dargaville Town Centre via SH14.

Figure 2-1: PPC81 Precinct Plan

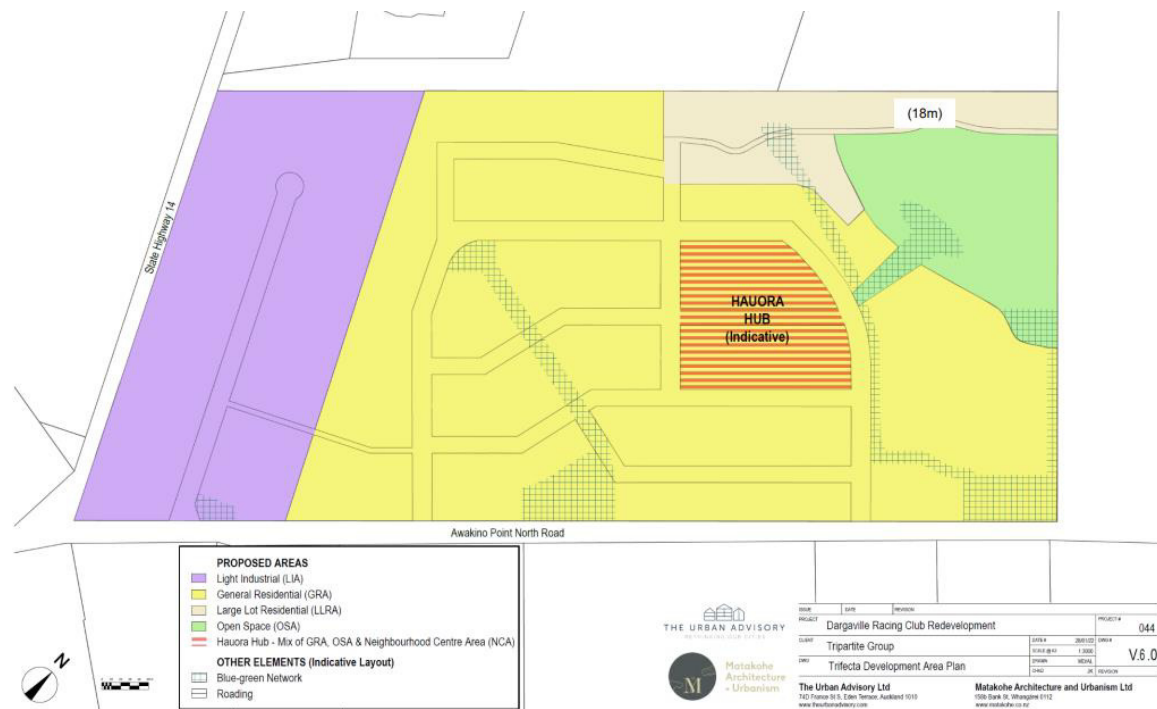


Figure 4-1: Draft Concept Plan (Source: The Urban Advisory)

### 3 REVIEW OF THE INTEGRATED TRANSPORT ASSESSMENT REPORT

A peer review of the Integrated Transportation Assessment Report (prepared by Stantec, dated February 2022) has been undertaken. The following sections summarise the comments / requests per each section of the ITA.

#### 3.1 INTRODUCTION

No comments.

#### 3.2 EXISTING TRANSPORT CONTEXT

No comments.

#### 3.3 TRAVEL PATTERNS

No comments.

#### 3.4 REQUESTED REZONING

##### 3.4.1 PROPOSED INTERNAL ROADS

Section 4.1 of the report discussed the proposed internal roads. As per the report “*The proposed cross sections of the roads have been assessed against the Whangarei Engineering Standards 2018 – Issue 0.3 (May 2019), based on the trip generation or number of residential dwellings served by each of the development activities*”.

Dargaville is located within Kaipara District Council, therefore the proposed internal road cross sections and private ways should also be assessed against the Kaipara District

Council, Engineering Standards, 2011 (latest version). We do however consider that this would not change the outcome of the PPC.

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### 3.4.2 PROPOSED CONNECTIONS TO EXTERNAL ROAD NETWORK

Section 4.2.1.2 states that the SH14 / Awakino Point North Road intersection will be upgraded as part of the PPC. It also states that the details of the intersection layout will be addressed at the time of future subdivision and subsequent resource consent applications.

Section 5 of the ITA outlines that the available sight distance at the existing SH14 / Awakino Point North Road intersection does not currently comply with the relevant Austroads requirement. As such, an indicative intersection layout would be useful to determine the future SISD provisions (along both horizontal and vertical alignment) to confirm compliance with the Austroads requirement. If speed mitigation measures are considered near the intersection, these measures should be incorporated into the indicative layout.

This intersection form has been subject of a number of submissions and subsequent discussions between traffic engineering experts. This issue is the primarily issue of contention between experts and is discussed separately in Section 6 of this assessment.

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### 3.4.3 PEDESTRIANS AND CYCLISTS

A pedestrian / cyclist link between the PPC site and Dargaville Town Centre will be introduced as part of the PPC. The ITA states that a separate bridge connection is considered to accommodate the shared path over the Awakino River. We consider the new pedestrian / cyclist facility connecting the proposed site and Dargaville to be a vital component of the PPC being acceptable from a Transport point of view.

No details have been provided with regards to an indicative design / layout of the proposed shared path along SH14 and proposed bridge connection. It is thus considered that as part of the applicant's evidence, concept designs / discussion should be provided demonstrating the proposed shared path is feasible within existing road reserve.

## 3.5 TRAFFIC EFFECTS

The ITA includes intersection analysis results using "SIDRA" of the SH14 / Awakino Point North Road intersection. The modelling appears to be based on the latest surveyed volumes, dated 29 July 2021.

The surveyed traffic volumes (especially the through volumes on SH14) may not be representative of typical traffic flows due to the COVID restrictions in place at the time (July 2021). As such, this suggests that the SIDRA modelling results of the 2026 scenario may not be accurate, and there may be potential for unaccounted traffic impacts on the surrounding network.

In this regard, Commute have obtained peak hourly data on SH14 from Waka Kotahi's TMS database for 2018 – 2019 (data may be skewed from 2020 due to COVID restrictions), which was taken from a count site approximately 2.5km north of the intersection with Awakino Point North Road. Of the peak hour data available during 2018-2019 (over 250 days of data), the minimum peak hourly flow recorded on SH14 was 166 vehicles per hour (vph), the maximum was 564 vph, and critically the average was 256 vph.



Figure 3-1 of the ITA shows the surveyed peak hourly flows (survey undertaken on 29 July 2021) on SH14 at the intersection with Awakino Point North Road. The AM peak hour and PM peak hour volumes were found to be 285 vph and 274 vph (respectively).

Based on the above, the modelling assessment provided in the ITA is considered to reflect “realistic” traffic flows at the intersection (i.e. not impacted by COVID restrictions). The assumptions of 20% heavy vehicle proportion and 2.5% pa average annual increase are also considered acceptable.

The trip generation and distribution assumptions contained within the ITA are considered reasonable.

We have reviewed and attempted to replicate the SIDRA analysis undertaken in Section 6.3.1 of the ITA. While our SIDRA assessment has yielded some slightly different results these differences are very minor and we agree with the statement in the ITA (assuming an upgraded priority T intersection that *“Overall, it is considered that the PPC will have a negligible impact on the capacity and operational performance of the surrounding road network in the vicinity of the site”*).

The safety aspects of any upgrade are discussed in Section 6 of this report.

### 3.6 MITIGATION MEASURES

Typically, an ITA will include an implementation plan including what upgrades are required, when they are required, who is responsible for them and if they are funded in the Regional Land Transport Programme (RLTP).

There was no diagram provided of the potential upgrade to the SH14 / Awakino Point North Road intersection in the original ITA. We agree with the ITA in the upgrade of the intersection to a Give Way-controlled T-intersection form will be subject to subsequent detailed design and engineering design approval by Waka Kotahi through future resource consent phases.

Subsequent to the ITA there have been meetings between the applicant, Commute and Waka Kohahi representatives. In this process a concept layout has been produced showing a potential priority controlled upgrade.

For the pedestrian / cyclist link, the ITA states that it is recommended that contribution towards delivery of this facility will be shared with other stakeholders including the District Council and Waka Kotahi, however it is unclear if this is confirmed.

This is further discussed in Section 6.

### 3.7 TRANSPORT PLANNING AND POLICY

No comments.

### 3.8 SUMMARY AND CONCLUSIONS

No comments.

## 4 REVIEW OF SUBMISSIONS

### 4.1 PRIMARY SUBMISSIONS

A total of 12 submissions related to transport matters were received:

- Submitter 1 – Leanne Phillips
- Submitter 2 – Colin and Joanne Rowse
- Submitter 3 – Waka Kotahi
- Submitter 4 – Northland Transportation Alliance
- Submitter 5 – Fire and Emergency New Zealand
- Submitter 6 – CJ Farms 202 Limited
- Submitter 7 – Awakino Point Rate Payers Inc
- Submitter 8 – Shane and Megan Philips
- Submitter 9 – Leo Glamuzina and Kim Harrison
- Submitter 10 – Janice and Michael Brenstrum
- Submitter 11 – Dargaville Community C/- Roger Rowse
- Submitter 12 – Jarrod McKelvie and Stephanie Rockell

Details of the submissions and our comments are provided in Appendix A.

Key themes from submissions regarding transport matters include:

- The level of trip generation from the PPC site and the resulting traffic effects (safety and efficiency) from the additional traffic generated;
- Ability to provide safe and accessible connections / intersections for all road users given the existing unsafe / poor quality road conditions (particularly for school children accessing the bus stop near the SH14 / Awakino Point North Road intersection);
- The proposed intersection control for the intended SH14 / Awakino Point North Road intersection upgrade;
- The viability of the PPC site location, given the isolation from services (4.0km from town); and
- Identification, timing, and responsibility for funding and delivery of enabling / supporting transport infrastructure, including the SH14 / Awakino Point North Road intersection upgrade, Awakino Point North Road upgrade and pedestrian / cycle connection between the PPC site and Dargaville Town centre.

Commute have reviewed the submissions and comment on the following general matters:

- A number of submitters mention the high accident rate on SH14 and Awakino Point North Road near the PPC site and at the intersection, and that the PPC will exacerbate the poor safety provisions in the area. Based on the 10-year CAS search, there has only been four crashes within a 100m radius around the intersection, thus the crash history is not considered significant. The PPC proposes a number of infrastructure improvements (as per below) which is likely to mitigate the identified safety concerns:
  - Awakino Point North Road to be upgraded / sealed;
  - Intersection to be upgraded to improve visibility and layout; and
  - Provision of separate active mode facilities.

- A number of submitters mention the potential traffic impacts, in particular the increase in congestion along SH14 and at the intersection. The ITA does suggest a significant increase in traffic movements at the intersection, however SIDRA modelling indicates that the intersection will operate acceptably with the proposed upgraded layout. The intersection is anticipated to perform considerably under capacity, with delay and queuing levels within acceptable levels. SH14 currently accommodates in the order of 2,000-3,000 vpd, which is relatively low for an Arterial State Highway. Both Awakino Point North Road and SH14 (near the PPC site) has capacity to accommodate higher levels of traffic, especially given the upgrades to the intersection and sealing proposed.
- A number of Waka Kotahi's submission points refer to the proposed intersection control for the intended SH14 / Awakino Point North Road intersection upgrade, whereby a roundabout is considered necessary as opposed to the initially proposed priority-controlled intersection. This is discussed in Section 6.
- Northland Transport Alliance submission point 6.2 requests that the intersection be upgraded to a give-way controlled T-intersection. Again, this is discussed in Section 6.
- Awakino Point Rate Payers Inc. submission point 12.7 and Leo Glamuzina and Kim Harrison submission point 15.6 mention that the location of the PPC site is 4.0km from town, therefore the walking / cycling connection may not be utilised enough to mitigate adverse effects on the surrounding network and may not be viable due to isolation from services. In our opinion, whilst the PPC site may be isolated at present, the PPC site is within the Dargaville Spatial Plan, along with surrounding development areas between the PPC site and Dargaville Town. The timing of development is difficult to control, however the PPC site is anticipated to be well-integrated in the future as per the Spatial Plan. The proposed shared path connection to the town is considered to be an acceptable solution to mitigate effects as a result of the PPC development and in the future when surrounding development occurs.

Details of the primary submissions and our comments are provided in **Appendix A**.

## 4.2 FURTHER SUBMISSIONS

Seven further submissions related to transport matters were received:

- Submitter 1 – Awakino Point Rate Payers Inc. (APRP)
- Submitter 2 – Nathaniel Everett
- Submitter 3 – Waka Kotahi
- Submitter 4 – Northland Transportation Alliance (NTA)
- Submitter 5 – Te Houhanga a Rongo Marae
- Submitter 6 – Te Kuihi
- Submitter 7 – Te Whanau Parore

Generally, all further submissions are in support of all transport and traffic related requests / concerns made by various submitters, with no indication of any opposition excluding APRP further submission opposing NTA's request for the SH14 / Awakino Point North Road to be upgraded to a give-way priority controlled T intersection. APRP supports a roundabout at this intersection to manage traffic effects. Furthermore, Waka Kotahi generally supports NTA's submission however seeks clarification on the proposed intersection control.

NTA's further submission point supports the intersection upgrade to a roundabout, and agrees with other submitters that the proposed give-way control is not adequate or safe system compliant to address the additional traffic generated.

NTA's secondary submission is in support of Waka Kotahi's submission and vice versa.

Details of the further submissions and our comments are provided in **Appendix B**.

## 5 DISCUSSION

Following a review of the ITA and submissions for the PPC, the key themes / issues and our recommendations regarding the transport matters are further discussed below.

Based on our review of the information summarised above, the key components of our review are as follows:

- There are limited, if any, reasonable walking, cycling, and public transport opportunities currently available;
- The proposal to include a shared walking / cycling path from the site to Dargaville is considered an acceptable solution (subject to actual design);
- Operationally, the intersection and roads near the PPC site (with proposed upgrades within the ITA) operate efficiently from a vehicle capacity perspective; and
- The existing SH14 / Awakino Point North Road intersection can be described as a "complex" T-intersection, and currently operates poorly from a safety perspective. The safety of this upgrade is the key matter of contention remaining between traffic experts.

## 6 KEY REMAINING ISSUE

### 6.1 GENERAL

Based on our review of the information summarised above, the key issue of contention (especially between experts) is the safety of the upgraded SH14 / Awakino Point North Road intersection.

As a result there have been two meetings between the applicants traffic engineer (Stantec), Commute and Flow Transportation (representing Waka Kotahi) as well as Waka Kotahi staff attending the second meeting. At the time of writing this report these discussions are ongoing.

### 6.2 SH14 / AWAKINO POINT NORTH ROAD INTERSECTION

There is agreement from all parties that the SH14 / Awakino Point North Road intersection needs to be upgraded as part of the PPC development. The point of potential disagreement appears to relate to the form of upgrade and in particular the safety of a priority upgrade as proposed within the ITA. Of note, the performance / capacity of the priority upgrade does not appear a point of disagreement.

Waka Kotahi (through the review undertaken by Flow) have provided in their submission a Safe Systems Assessment (SSA), comparing the safety between the proposed priority-controlled T-intersection with an alternative roundabout arrangement. Their conclusion states "*We consider a roundabout would be a safer layout for the intersection*".

We also note the comment that *“Roundabouts are the safest form of intersection control for motor vehicle occupants. Numerous studies have shown that, in general, fewer casualty crashes involving only motor vehicles occur at roundabouts than at intersections controlled by traffic signals, stop, or give-way signs. Because roundabouts generally involve slow crash speeds, the forces exerted on people inside motor vehicles involved in crashes at roundabouts are generally below the thresholds at which serious injury is likely to happen, as per the safe systems approach”*.

We do not dispute the analysis provided by Flow in the SSA assessment but do note that the comparison appears to be of a standard priority intersection treatment with no significant speed reduction. This has been confirmed through further discussions. Subsequently, SSA analysis undertaken by Stantec for a priority-controlled intersection with speed calming on SH14 and a posted speed reduction, shows that the safety difference between a roundabout and a lower speed priority T intersection to be minimal.

We agree that a roundabout would be the “safest” option for the intersection, however we do not consider the applicant is required to provide the safest option (rather one that adequately mitigates the effect). In this regard the priority-controlled intersection, with speed mitigation measures to reduce speed (providing they occur) would, in our opinion, also adequately mitigate the effects of the PPC.

### 6.3 SPEED CHANGE

The ITA does not specify any changes to the current speed limits along SH14 and Awakino Point North Road near the PPC site. Given the urbanisation of the surrounding area and the anticipated increase in traffic flows, it is recommended that consideration be given to reducing posted speed limits on SH14 near the intersection and along the full length of Awakino Point North Road.

In our opinion the reduction in speeds should be implemented regardless of the intersection upgrade form.

The reduction in speed limit of SH14 is outside the control of the applicant and rather is controlled / set by Waka Kotahi (the Road Controlling Authority for SH14). The new Land Transport Rule: Setting of Speed Limits 2022 came into force in 2022 replacing the existing Land Transport Rule: Setting of Speed Limits 2017. The 2022 Rule was implemented as part of the *“Road to Zero - New Zealand’s Road Safety Strategy 2020-2030”*. Of note, the new 2022 rule empowered road controlling authorities to set speed limits for roads under their control. The old rule was regarded as complicated, fragmented, and a time-consuming process while the new 2022 rule is more proactive, coordinated and transparent. The new framework made it easier for RCAs (such as Waka Kotahi in this case) to set safe and appropriate speeds, alongside considering safety infrastructure, and keep road users safer. This new rule has resulted in the lowering of speed limits by RCA’s (including Waka Kotahi) throughout the country in response to safety concerns (eg lowering 30km of road between Napier and Taupo to 80km/hr).

Overall, we consider that while the speed limit is outside the control of the applicant, the RCA has full control to implement the appropriate speed limit in the area.

We would encourage further comment from the applicant and Waka Kotahi on this matter in evidence.



## 6.4 SIGHT DISTANCE

Section 5 of the ITA outlines that the available SISD at the existing SH14 / Awakino Point North Road intersection does not currently comply with the relevant Austroads requirement and notes that the upgraded intersection will be able satisfy the sight distance requirements. As such, it should be ensured that the future intersection can satisfy the Austroads sight distance requirements (along both horizontal and vertical alignment) by means of redesign or reduction in speed limits / speed mitigation measures or both.

## 6.5 OTHER POTENTIAL ISSUES

### 6.5.1 BUS STOP

Based on the submissions and our observations, the SH14 / Awakino Point North Road intersection (specifically the area shown in Figure 2 below) is currently being utilised as an informal school bus drop off / pick up area.

**Figure 6-1: Existing SH14 / Awakino Point North Road intersection**



We consider the safe relocation of the bus stop / pick up drop off location or other mitigation measures should be considered as part of detailed design of any future intersection. This would however be more appropriate to be considered in detailed design / resource consent.

### 6.5.2 BOUNDARY LOCATION

From a review of boundary information there appears to be two locations near the intersection where the existing SH14 road is outside the road reserve. This could likely cause issues regarding any potential upgrade in future.

Figure 6-2: Existing boundary locations



We consider some commentary from the applicant in evidence on this matter would be useful.

## 6.6 OUR POSITION

In our opinion we consider that both an upgraded priority-controlled T-intersection option (with speed calming / reductions) or a roundabout option at the SH14 / Awakino Point North Road intersection could mitigate the effects of the PPC.

We agree that a roundabout would be the “safest” option for the intersection, however the priority-controlled intersection, with speed mitigation measures to reduce speed (providing they occur) would also adequately mitigate the effects of the PPC.

We generally agree with the ITA in regards to the timing of the upgrade which states “*It is recommended that the intersection be upgraded (and operational in its upgraded form) by the time the first dwelling within the General Residential Area is occupied or prior to any of the Light Industrial activities are operational*”. We do note that it may be possible to have a small number of dwellings occupied prior to the upgrade.

## 7 CONCLUSIONS

Following review of the PPC we consider:

- The provision of a shared path from the site to Dargaville is generally appropriate;
- There are no road capacity issues relating to the proposal (with the upgrades proposed);

- The key issue between experts relates to the form of upgrade at SH14 / Awakino Point North Road intersection. This particularly relates to safety;
- We consider an upgraded priority-controlled T-intersection option or a roundabout option could mitigate the effects of the PPC (subject to detailed design).
- The applicant should consider the following in evidence:
  - Providing details or comments regarding the shared path design and its ability to fit within road reserve;
  - Providing details of the intended SH14 / Awakino Point North Road intersection including speed reduction measures and sight distance requirements;
  - Provide commentary regarding setting appropriate posted speed limit for the upgrade priority-controlled intersection option; and
  - Provide commentary regarding the existing SH14 road being outside existing road reserve and how this could change the final upgrade design.



## APPENDIX A – PRIMARY SUBMISSIONS SUMMARY

**APPENDIX A: PRIMARY SUBMISSIONS SUMMARY – TRANSPORT AND TRAFFIC MATTERS ONLY**

<b>Submitter and sub point</b>	<b>Summary of submission / relief sought</b>	<b>Commute Comment</b>
<p>Leanne Phillips: 3.2</p>	<p>Opposes the plan change for the following reasons:</p> <ul style="list-style-type: none"> <li>• Concerns with the increased traffic added to the SH14 / Awakino Point North Road intersection.</li> <li>• Poor safety provisions along Awakino Point North Road, noting that near misses have been observed.</li> <li>• Bus stop at the top of the Awakino Point North Road. Leanne queried whether children be safe catching the bus with the increased volume of traffic, specifically will the children be safe walking to and from the bus stop.</li> </ul>	<p>ITA does suggest a significant increase in traffic movements at the intersection, however SIDRA modelling indicates that the intersection will operate acceptably with the proposed upgraded layout with minimal delay. The intersection is anticipated to perform considerably under capacity, with delay and queuing levels within acceptable levels.</p> <p>A 10 year CAS search indicates that only one non-injury crash occurred on Awakino Point North Road due to a large pothole / metal unpaved road, the crash history is minimal. Given that the PPC proposes Awakino Point North Road to be upgraded / sealed, and reduction of speed limit is expected, this is likely to improve safety provisions.</p> <p>Agree with the concerns around the bus stop and children safety. The location of bus stop facilities / arrangements should be addressed.</p>
<p>Colin and Joanne Rowse: 4.2</p>	<p>Opposes the plan change. Submitter recalls an accident from June 2018, along with two accidents from the last few months identifying the dangers of this portion of road including the blind corner, deep roadside drains, and narrow shoulder.</p>	<p>A 10 year CAS search (100m radius around the intersection) indicates that only one non-injury crash occurred on Awakino Point North Road and 3 near / at the intersection. The crash history is relatively minimal. However, it</p>

		<p>is acknowledged that the intersection is slightly unusual however the PPC proposes:</p> <ul style="list-style-type: none"> <li>- Awakino Point North Road to be upgraded / sealed</li> <li>- Intersection to be upgraded to improve visibility and layout</li> <li>- Reduce the speed limit in the area</li> <li>- Provide separate active mode facilities</li> </ul> <p>The above upgrades likely to significantly improve safety provisions.</p>
<p>Colin and Joanne Rowse: 4.3</p>	<p>Opposes the plan change. The submitter agrees with the Stantec report that Covid 19 has skewed traffic volumes, there has been a significant difference in volume in the last two years. The submitter additionally notes that the traffic counter used to obtain the figures is located at Te Wharau and does not account for Awakino Point traffic or the lost tourist traffic. The submitter has observed tourist traffic missing the SH12 turnoff and having to turn back, often resulting in dangerous near misses at North Road and Te Wharau Station Road intersections.</p>	<p>The traffic volumes in Table 3-1 of the ITA represent general volumes in the surrounding area for background information.</p> <p>The existing traffic volumes used in the traffic modelling analysis were not based on data from the Waka Kotahi traffic count site. The modelling was based on accurate traffic volume data from a survey undertaken at the intersection in July 2021. Agree that these volumes may have been impacted by COVID restrictions and does not specifically consider tourist traffic however the volumes have been checked and are considered appropriate.</p>
<p>Colin and Joanne Rowse: 4.4</p>	<p>Opposes the plan change. The submitter has concerns with the trip generation from the PPC site. The submitter notes this is comparable with the Thursday and Friday traffic numbers of the Northland Agricultural Field Days, which are required to employ traffic management (cones and pointsmen) to control volumes. That is undertaken where Awakino Point East Road intersects with SH14 on a straight and flat section of road, with good visibility at a 100km speed limit, but for a maximum of three days. The proposal will see this dramatically increased volume of traffic every day of the year.</p>	<p>Traffic modelling in the ITA indicates that the intersection will operate within acceptable standards. SH14 currently accommodates in the order of 2,000-3,000 vpd, which is relatively low for an Arterial State Highway. Both Awakino Point North Road and SH14 (near the PPC site) has capacity to accommodate higher levels of traffic,</p>

		especially given the upgrades to the intersection and sealing proposed.
Colin and Joanne Rowse: 4.5	<p>Opposes the plan change. The submitter notes if the proposed development were to progress then the submitter feels that a roundabout is the only real option to both safely marshal the expected volume but to slow through traffic (as discussed during a meeting held on 27 May 2021).</p> <p>The submitter states that there is plenty of public land available to build a roundabout.</p>	Agree that the intersection will need to be upgraded to accommodate the PPC, however a priority controlled intersection, with speed mitigation measure and other safety provisions may be workable (subject to a review of the proposed intersection layout).
Waka Kotahi: 5.6	<p>Accepts the proposed plan change with amendments. Waka Kotahi note within Attachment 2 of their submission being the Technical Note prepared by Flow Transportation Specialists Ltd that: a. that the Trifecta Development Area Chapter be amended to identify that the intersection of SH14 and Awakino Point North Road be upgraded to a roundabout rather than a priority-controlled T intersection; b. proposed amendments to the Trifecta Development Area Chapter; and c. the current intersection should be upgraded prior to any construction works that will generate more than 10 heavy vehicle movements through the SH14/Awakino Point North Road intersection per day.</p>	Agree that a roundabout would be an appropriate option, however an option for a priority controlled intersection, with speed mitigation measures and other safety provisions may also be workable (subject to a review of the proposed design / layout / future safety audit).
Waka Kotahi: 5.7	<p>Accepts the proposed plan change, subject to greater certainty around the rule framework in PPC81 requiring the provision of a pedestrian and cycle connection from the intersection of State Highway 14 and Awakino Point North Road to Tuna Street. Greater certainty is needed to support this rule, specifically:</p> <ul style="list-style-type: none"> <li>a) the standard and location of the connection;</li> <li>b) that the applicant is responsible for the funding/delivery of the connection;</li> <li>c) that the connection must also safely and efficiently connect with walking and cycling routes within the plan change site;</li> <li>d) that the design takes into account natural hazard risk for access to the plan change site and in particular ensures the proposed pedestrian and cycle link is appropriately designed to be resilient to those risks; and e.</li> <li>e. that the design takes into account Crime Prevention Through Environmental</li> </ul>	We agree that certainty around the provision of the proposed pedestrian / cycle connection is required as outlined.

Waka Kotahi: 5.8	<p>Accepts the proposed plan change, noting there are specific site constraints that need to be managed during detailed design specifically, but not limited to:</p> <ol style="list-style-type: none"> <li>1. the SH14 bridge over Awakino River;</li> <li>2. Awakino Point East Road, specifically Lot 22 DP 7811 (NA611/235); and</li> <li>3. Ensuring grade separation or fencing from the SH corridor</li> </ol>	Support
Waka Kotahi: 5.15	<p>Supports the proposed plan change and requests that TDA-SUB-R9 Transport and TDA-SUB-S10 Transport (2) are retained as notified.</p>	Support
Waka Kotahi: 5.16	<p>Opposes the plan change with regards to the type of intersection upgrade proposed at the SH14 / Awakino Point North Road intersection.</p> <p>Waka Kotahi request that TDA-SUB-S10 Transport (3) is amended to provide for a roundabout, which is the best means to mitigate traffic effects.</p>	See section 5.6
Waka Kotahi: 5.17	<p>Opposes the plan change and requests that TDA-SUB-S10 Transport (4) is amended to allow for the upgrade of the intersection of SH14 and Awakino Point North Road to a roundabout and that the pedestrian and cycle link to Tuna Street is completed.</p> <p>Waka Kotahi also request amendments to the matters of discretion under TDA-SUB-S13 to allow for a safe, efficient and effective transport network and to consider the impact on the transport network and transport outcomes such as a mode shift and emissions reduction.</p>	See section 5.6
Waka Kotahi: 5.18	<p>Opposes the plan change with regards to the type of intersection upgrade proposed at the SH14 / Awakino Point North Road intersection.</p> <p>Waka Kotahi request that TDA- LU-S4 Transport (1) is amended to provide for a roundabout, which is the best means to mitigate traffic effects.</p>	See section 5.6.
Waka Kotahi: 5.19	<p>Opposes the plan change with regards to the type of intersection upgrade proposed at the SH14 / Awakino Point North Road intersection.</p>	See section 5.6.

	Waka Kotahi request that TDA- LU-S4 Transport (2) is amended to provide for a roundabout, which is the best means to mitigate traffic effects.	
Northland Transportation Alliance: 6.1	Supports the proposed plan change, however seek to amend the zoning as proposed with suitable conditions for the road network to ensure they are safe system compliant. Proposal would support the growth of Dargaville and enable Dargaville to have an active mode connectivity.	N/A.
Northland Transportation Alliance: 6.2	<p>Accepts the proposed plan change, subject to the Awakino Point North Road/SH14 intersection upgrade provisions. NTA have requested that this intersection be upgraded to a give-way controlled T intersection, and specifically requested that:</p> <ol style="list-style-type: none"> <li>1. the intersection is to be upgraded to be Safe System Compliant Primary Treatment facility type;</li> <li>2. Detailed Design Road Safety Audit and a Post Construction Road Safety Audit as outlined in the Whangarei Road Safety Audit Standard September 2022 of the associated infrastructure upgrades is to be carried out, where all Serious and Significant Risks identified are mitigated to at least a residual risk of Moderate; and</li> <li>3. The intersection upgrades and Awakino Point North Road upgrades are to be appropriately conditioned for staging.</li> </ol>	Agree.
Northland Transportation Alliance: 6.3	<p>Accepts the plan change, subject to the provision that the shared user path connect with Selwyn Park as a minimum including safe system compliant primary active transport crossing facility for all users.</p> <p>NTA also request that Detailed Design Road Safety Audit and a Post Construction Road Safety Audit as outlined in the Whangarei Road Safety Audit Standard September 2022 of crossing facilities and the associated infrastructure be carried out, where all Serious and Significant Risks identified are mitigated to at least a residual risk of Moderate.</p>	Support. Road safety audits should be carried as per NTA's request.

<p>Northland                  Transportation                  Alliance: 6.4</p>	<p>Accepts the plan change, subject to the proposed intersection provisions on Awakino Point North Road. NTA have requested that Awakino Point North Road/Primary access intersection and Awakino Point North Road/Industrial Access intersection into the proposed site are to be a Give-Way controlled T-intersection. NTA request:</p> <ol style="list-style-type: none"> <li>1. Intersection is to be upgraded to be Safe System Compliant Primary Treatment facility type;</li> <li>2. Detailed Design Road Safety Audit and a Post Construction Road Safety Audit as outlined in the Whangarei Road Safety Audit Standard September 2022 of the associated infrastructure upgrades is to be carried out, where all Serious and Significant Risks identified are mitigated to at least a residual risk of Moderate;</li> <li>3. Connectivity (Pedestrian crossing) of the shared user path with the proposed residential zone to be Safe System Compliant Primary Treatment facility type; and</li> <li>4. The upgrades are to be appropriately conditioned for staging and they are to comply with the revised Whangarei District Council Engineering standards.</li> </ol>	<p>As per previous comments. Agree that upgrades should be appropriately conditioned for staging.</p>
<p>Northland                  Transportation                  Alliance: 6.5</p>	<p>Accepts the plan change, subject to a safe system assessment of the intersections and the crossings where the safe system matrix will be utilised to score the existing conditions and proposed conditions by determining the high levels of risk and if it has been addressed.</p> <p>NTA notes that "Primary Treatments" refers to the consideration of solutions which will eliminate the occurrence of fatal and serious injury crashes. "Austroads – Safe System Assessment Framework" outlines the treatment hierarchy and selection and the "Standard Safety Intervention Toolkit" by Waka Kotahi is to be utilised as a supplement. With regard to the revised "Whangarei District Council Engineering Standards" NTA note that the Applicant had utilised WDC EES as part of their proposal and therefore NTA have referred to the latest standards.</p>	<p>Support.</p>

<p>Fire and Emergency New Zealand: 8.5</p>	<p>Supports the proposed plan change and requests an addition to TDA-SUB-S10 to require that "Every allotment provides for emergency service response access".</p>	<p>Consider that this is not required at Plan Change stage but rather is already considered at Building Consent stage.</p>
<p>Fire and Emergency New Zealand: 8.8</p>	<p>Supports the proposed plan change and requests an addition to TDA-LU-S4 - Transport matters of discretion to allow for the provision for emergency service response access.</p>	<p>Consider that this is not required at Plan Change stage but rather is already considered at Building Consent stage.</p>
<p>CJ Farms 202 Limited: 10.3</p>	<p>Opposes the plan change for the following reasons:</p> <ul style="list-style-type: none"> <li>• Increase in traffic movements from Awakino North Point Road onto an already busy SH14</li> <li>• Awakino Point Road is especially busy during kumara season, with some workers travelling on the metal road at speeds of up to 100 km/hr</li> <li>• Poor safety provisions, particularly with regards to active mode facilities</li> </ul>	<p>SH14 currently accommodates in the order of 2,000-3,000 vpd, which is relatively low for an Arterial State Highway. Both Awakino Point North Road and SH14 (near the PPC site) has capacity to accommodate higher levels of traffic, especially given the upgrades to the intersection and sealing proposed.</p> <p>Speed limits are likely to be reduced on SH14 near the intersection and on Awakino Point North Road.</p> <p>With the reduced speed limits, sealing and separate active mode facilities proposed, safety provisions are considered adequate.</p>
<p>Awakino Point Rate Payers Inc: 12.7</p>	<p>Opposes the plan change for the following reasons:</p> <ul style="list-style-type: none"> <li>• Significant increase in congestion on SH14 between the PPC site and Dargaville</li> <li>• Traffic modelling suggests significant increase in traffic movements at the SH14 / Awakino Point North Road intersection</li> <li>• Concerns with the assumption that a 4km walking / cycling path to Dargaville will be utilised by new residents enough to mitigate any adverse effects on the surrounding transport network, particularly when a significant portion of residents are likely to be elderly (likely to drive)</li> </ul>	<p>SH14 has relatively low daily / peak hour traffic volumes, congestion is unlikely to increase significantly.</p> <p>Agree, significant increase in volumes anticipated at the intersection, however modelling suggests that it will operate under capacity.</p> <p>Agree that 4km is a long distance for elderly to walk / cycle. However, not all residents will be elderly, eg. families with school children who prefer to cycle to school may reside. No</p>



		adverse effect on the surrounding transport network has been identified as anticipated trip generation can be accommodated within the surrounding network (assuming the upgrades are implemented). Furthermore, the modelling undertaken assumes a high trip generation rate that considers a higher proportion of residents travel via private vehicle.
Awakino Point Rate Payers Inc: 12.8	Opposes the plan change. Submitter is concerned that the provisions as proposed do not provide any certainty that traffic and transport effects will be mitigated through the physical works recommended by Stantec. It is noted that Waka Kotahi have only provided their agreement in principle to provide for the walking/cycling link into town from the site.	Agree that certainty should be provided around the timing and funding for the proposed upgrade works.
Awakino Point Rate Payers Inc: 12.9	<p>Opposes the plan change. Submitter notes that the PPC subdivision provisions require upgrades to intersections and the provision of pedestrian connections into Dargaville where subdivision is of any allotment in the proposed General Residential Area.</p> <p>However APRP consider it is unclear how the requirement for these mitigation measures would be triggered if the applicant applied for land use consent to establish multiple residential units without subdividing. APRP consider that the PPC81 provisions that trigger infrastructure upgrades must be strengthened to ensure that the costs of infrastructure upgrades are borne by the developer, and not ratepayers and occur in a sequenced manner before any residential development takes place.</p>	Agree that certainty should be provided around the process, timing and funding for the proposed upgrade works.
Shane and Megan Philips: 14.2	<p>Opposes the plan change, noting specific concerns in relation to the school bus service pick up and drop off area (Bus stop located at the SH14 / Awakino Point North Road intersection).</p> <p>With PPC, the intersection would require significant redevelopment and subsequently use considerably more land along with the significant increase in traffic movements (935 traffic movements per hour in peak times, morning, afternoon). The submitter feels that the safety of the children using this service</p>	Agree with the concerns around the bus stop and children safety. The location of bus stop facilities / arrangements should be addressed.

	<p>will be severely compromised. The submitter notes that if PPC were to go ahead the safety concerns raised may result in children being fearful of the pick up and drop off area and result in a reduced attendance rate at school.</p>	
<p>Leo Glamuzina and Kim Harrison: 15.2</p>	<p>Opposes the plan change, noting concerns with regard to the impact of increased traffic from the PPC on SH14 and Awakino Point North Road, specifically heavy vehicle and commuter traffic to and from Whangarei.</p> <p>The submitter has witnessed accidents and increased speed incidents. The submitter has increased apprehension at a calculated increase of 935 vehicles per hour at peak as shown in the Stantec report and the impact this will have on an already busy and dangerous SH. The submitter believes poor road conditions do not support this level of increase.</p>	<p>See previous comments.</p>
<p>Leo Glamuzina and Kim Harrison: 15.6</p>	<p>Opposes the plan change, as the location of the PPC is not viable due to its isolation from services (4km from town).</p> <p>The submitter notes that access to town by walking, cycling or car is problematic given the busy SH, wide roadside drains, and barrier of Awakino River. The submitter also notes not everyone is able to afford cars. The submitter considers that infrastructure costs to provide access to town from PPC will be an enormous and fall as a burden on ratepayers.</p>	<p>Whilst the PPC site may be isolated at present, the PPC site is within the Dargaville Spatial Plan, along with surrounding development areas between the PPC site and Dargaville Town. The timing of development is difficult to control, however the PPC site is anticipated to be well-integrated in the future as per the Spatial Plan. The proposed shared path connection to the town is considered to be an acceptable solution to mitigate effects as a result of the PPC development and in the future when surrounding development occurs.</p> <p>As per previous comments on SH14 traffic volumes.</p> <p>Greater certainty should be provided around the process, timing and funding for the proposed upgrade works for pedestrian /cycle facilities connecting the PPC site with the town.</p>

<p>Janice and Michael Brenstrum: 16.2</p>	<p>Opposes the plan change, as the SH14 / Awakino Point North Road intersection has a high accident rate and the PPC will make this worse.</p>	<p>Based on the 10 year CAS data, only 2 crashes have occurred at the intersection.</p> <p>The PPC proposes to upgrade the intersection which will significantly mitigate any safety concerns.</p>
<p>Dargaville Community C/- Roger Rowse: 17.4</p>	<p>Opposes the plan change, due to concerns with the lack of connectivity to Dargaville township, including the distance, lack of footpath, narrow width of the road, open council drains, lack of pedestrian access on Awakino River Bridge and the 100kmph speed limit.</p>	<p>Upgrade works are proposed as part of the PPC.</p>
<p>Dargaville Community C/- Roger Rowse: 17.5</p>	<p>Opposes the plan change, noting major changes will be required to the intersection of SH14 and Awakino Point North Road to accommodate significant increase in traffic. Submitter notes poor quality of current roads prior to the addition of an extra 450 households.</p>	<p>Upgrade works are proposed as part of the PPC.</p>
<p>Jarrold McKelvie and Stephanie Rockell: 18.4</p>	<p>Opposes the plan change with regards to safety, noting they already struggle to cross the road to set out our rubbish for collection on the side of the road requested by the refuse collectors, and having been one of the first on the scene to the Tangiteroria pedestrian casualty earlier this year, every time we do so we are reminded of this horrific event.</p>	<p>Support that the existing safety provisions are poor. The road upgrades, proposed active mode facilities and reduced speed limit as part of the PPC will improve safety for pedestrians.</p>

## APPENDIX B – FURTHER SUBMISSIONS SUMMARY

## APPENDIX B: SECONDARY SUBMISSIONS SUMMARY

Submitter and sub point	Summary of submission / relief sought	Commute Comment
Awakino Point Rate Payers Inc. (APRP)	Support all transport and traffic related requests / concerns made by various submitters, excluding NTA's request for the SH14 / Awakino Point North Road to be upgraded to a give-way priority controlled T intersection. APRP supports a roundabout at this intersection to manage traffic effects.	As per comments under Primary Submissions Summary.
Nathaniel Everett	Supports Waka Kotahi's request for improvements / upgrades to the road layout / intersection to ensure the safety of Awakino Point North Road residents and motorists. He notes that getting into the road from left hand lane is very dangerous as it's a blind corner and a busy main road. Crossing the oncoming traffic lane of cars doing 100km per hour is difficult now.	As per comments under Primary Submissions Summary.
Waka Kotahi	Support all transport and traffic related requests / concerns made by various submitters. No indication of any opposition. Waka Kotahi supports NTA's submission however seeks clarification on the proposed intersection control.	As per comments under Primary Submissions Summary.
Northland Transportation Alliance	Support all transport and traffic related requests / concerns made by various submitters.	As per comments under Primary Submissions Summary.
Te Houhanga a Rongo Marae	Support (or support in part) all transport and traffic related requests / concerns made by various submitters. No indication of any opposition.	As per comments under Primary Submissions Summary.
Te Kuihi	Support (or support in part) all transport and traffic related requests / concerns made by various submitters. No indication of any opposition.	As per comments under Primary Submissions Summary.
Te Whanau Parore	Support (or support in part) all transport and traffic related requests / concerns made by various submitters. No indication of any opposition.	As per comments under Primary Submissions Summary.