

Introduction	
Name & Title	Nick Marshall, Team Leader Road Safety and Traffic Engineering
Organisation	Northland Transportation Alliance
Role	Road controlling authority for Kaipara District Council
Qualification	<ul style="list-style-type: none"> • Diploma in Engineering (Civil) • Diploma in Engineering Applied • Bachelor of Engineering Technology (Highways)
Certification	<ul style="list-style-type: none"> • Chartered member Engineering Technologist since 2013 • Chartered member Engineering Technician since 2009
Memberships	<ul style="list-style-type: none"> • Active Modes Infrastructure Group 2016-now • Public Transport Infrastructure Group 209-now • Engineering NZ Northland-Auckland Branch committee 2022-now • Engineering NZ Road Safety Practitioners group 2023-now
Experience	<p>20 years in Civil Engineering</p> <ul style="list-style-type: none"> • Seconded to Northland Transportation Alliance – Team Leader Road safety and traffic engineering (2016 – Present) <ol style="list-style-type: none"> 1. Road Safety 2. Land Use development 3. Transport Planning 4. Active transport Design/ planning • Whangarei District Council – Senior Engineer Traffic and Parking (2015 - Present) <ol style="list-style-type: none"> 1. Road Safety 2. Land Use development 3. Transport Planning 4. Active transport Design/ planning • Part time lecturer at NorthTec (Transport papers) (2013 – 2017) <ol style="list-style-type: none"> 1. Highway Engineering I 2. Highway Engineering II 3. Traffic Engineering • Transfield (Ventia) – Maintenance Manager Whangarei Branch (2014 – 2015) • Opus (2002 – 2014) <ol style="list-style-type: none"> 1. Cadet Engineer 2. Transport Engineering Technician 3. Transport Engineering

Employer:

I am seconded by Northland Transportation Alliance, which is a collaboration between the Whangarei, Kaipara and Far North District Councils, Northland Regional Council to deliver joined-up transportation services for Northland. The Alliance combines the staff, services and resources for roading and transportation in Northland in a Shared Services Business Unit (SSBU) including transport planning, policy and strategy, asset and network management, capital projects delivery, the Regional Land Transport Programme, and public transport along with road safety initiatives.

Background:

A Private plan change application was lodged by Dargaville Racing Club Inc to the Kaipara District Council seeking to rezone the former racecourse site (currently Rural Zone) to light industrial, General residential, large lot residential, Hauora Hub – mix of general residential, open space and neighborhood centre, Natural open spaces, and road reserves.

The applicant has proposed the following improvements to the road network - SH14 / Awakino Point North Road intersection to be upgraded to a Give Way T-intersection, proposed Awakino Point North Road be sealed up to the most northern indicative access point to the PPC area, possible future pedestrian/cycle link between the site and Tuna Street and the Trifecta Area Development chapter is to be included as part of the Operative District Plan.

Original Submission:

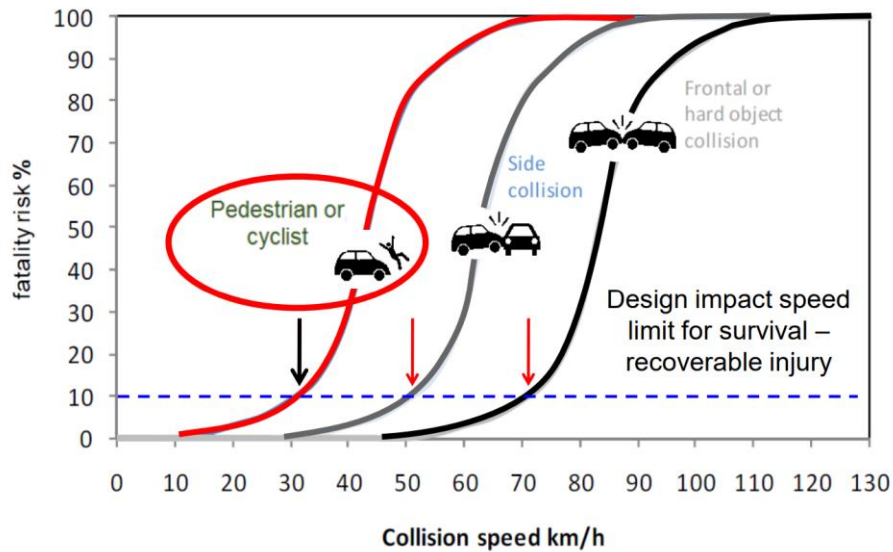
There has been a misunderstanding about our submission from the beginning which we had addressed in our further submissions, but I would like to highlight that again. We had mentioned the treatment proposed by the developer in our submission, which has been misinterpreted as us supporting the proposal, we would like to clarify that is not the case.

1. State Highway 14/ Awakino Point North Road intersection:

My initial submission requested for a primary safe system treatment at the intersection, there are variety of primary treatments as per Austroads standards (referred in Image 2), in this case, a rural roundabout would be the most appropriate along with speed limit reduction (to be undertaken by the RCA). Compliance is one of the key issues that we face and if an environment does not support the proposed speed limit the operating speed increases rapidly, therefore we require a physical intervention to reduce the speeds, to manage the potential crash forces to a survivable level.

Please note I have not undertaken a safe system assessment of the existing or the proposed measures. With the proposed development, there is an increase in exposure (AADT) at the intersection, which increases the risk of right-angle crashes. The survivable speeds for right angle crashes are 50kph, therefore if a crash is to occur it will likely result in a Fatal or Serious injury. The proposed Give-way control does not reduce the speed of the approaching vehicles, but does increase the number of turning movements from the side road (thus increasing the likelihood of a crash occurring).

Making crashes survivable – Safe System Approach



Source: Wramborg, P. (2005). *A New Approach to a Safe and Sustainable Road Structure and Street Design for Urban Areas*. Paper presented at Road Safety on Four Continents Conference, Warsaw Poland.

<http://www.internationaltransportforum.org/jtrc/safety/targets/08TargetsSummary.pdf>

Image 1

Table 4.7: Intersection treatments

Hierarchy	Treatment	Influence (E = exposure L = likelihood S = severity)
Safe System options (‘primary’ or ‘transformational’ treatments)	<ul style="list-style-type: none"> Grade separation Close intersection Low speed environment/speed limit Roundabout Raised platform. 	L, S E L, S L, S L, S
Supporting treatments (compatible with future implementation of Safe System options)	<ul style="list-style-type: none"> Left-in/left-out, with protected acceleration and deceleration lanes where required Ban selected movements Reduce speed environment/speed limit. 	L, S E L, S
Supporting treatments (does not affect future implementation of Safe System options)	<ul style="list-style-type: none"> Redirect traffic to higher quality intersection Turning lanes Vehicle activated signs Improved intersection conspicuity Advanced direction signage and warning Improved site distance Traffic signals with fully controlled right turns Skid resistance improvement Improved street lighting. 	E L L L L L L L L
Other considerations	<ul style="list-style-type: none"> Speed cameras combined with red light cameras. 	L, S

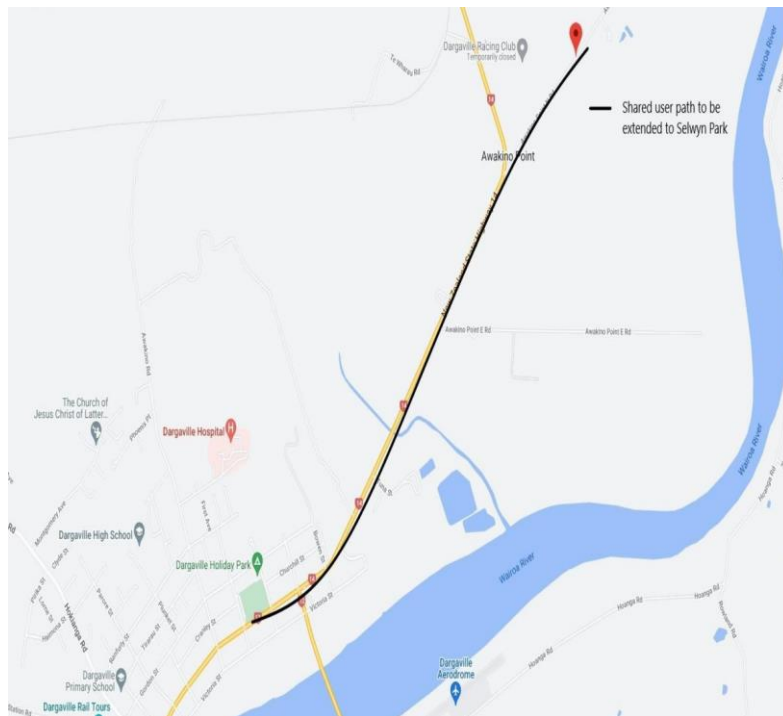
Source: Austroads – Safe system assessment framework, https://austroads.com.au/publications/road-safety/ap-r509-16/media/AP-R509-16_Safe_System_Assessment_Framework.pdf

Image 2

2. Proposed Shared Path

I had suggested the developer extend the shared use path to Selwyn Park and provide a safe crossing to connect it to the park. As a minimum the developer should provide a connection to the existing footpath network on Finlayson Park Avenue. The residential zoning begins at Finlayson Park. Applicant

has proposed to terminate it at Tuna Street, which is an industrial zone, therefore it does not provide a safe connectivity to the town centre, where the desired destination is.



Source: Google maps

Image 3



Source: Kaipara Operative District Plan zone maps, [Map - Kaipara District Plan \(isoplan.co.nz\)](http://isoplan.co.nz)

Image 4

3. Awakino Point North Road/Primary access intersection and Awakino Point North Road/Industrial Access intersection

Please note I have not undertaken a safe system assessment of the existing or the proposed measures. I requested a safe system primary treatment at this intersection, these can be included as part of precinct plan with a trigger rather than determining the outcomes now. I have also requested that the shared user path be connected to the residential zones of the development, this is to provide an alternate mode choice to reach the Dargaville Town Centre.

Further Submissions:

We (NTA), agree with the submissions put forth by Waka Kotahi, especially the intersection treatment type (roundabout) and that the Trifecta Development chapter to refer to Kaipara District Plan chapter on Signage to maintain consistency throughout the network.

We agree with Ministry of Education in regard to providing an educational facility within the development, if the students are to travel to the schools in Dargaville, this increases the vehicle kilometres travelled.

We agree with Awakino rate payers association, especially on the provision of reserves within the development to reduce the trips generated to Selwyn Park (closest parks/reserve).

Summary:

- We support the plan change but would recommend a rural roundabout to be constructed at the SH14/ Awakino Point North Road intersection due to the additional risks introduced.
- We recommend introducing a rule in the precinct plan to address the safety and traffic effects at the intersections of Awakino Point North Road/Primary access intersection and Awakino Point North Road/Industrial Access intersection.
- We recommend extending the proposed shared user path up to Selwyn Park, but to Finlayson Park Avenue as a minimum.
- We recommend safe system audits to be undertaken for detailed design stage of all major works on the road network.

Appendix

1. Submission

2. Further Submission

Northland Transportation Alliance	
Council	Kaipara District Council
Name of Submitter	Nick Marshall, Team Leader Road Safety and Traffic Engineering
Organisation	Northland Transportation Alliance
Subject	Submission on Private Plan Change 81 – Dargaville Racecourse.

This report provides an in-depth content about the conditions Northland Transportation Alliance deems necessary as part of the Private Plan Change approval.

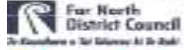
Background:

Private Plan Change application for Dargaville Racecourse was received on 24th February 2022, which primarily involves rezoning the existing Rural zone to a Residential and Light Industrial zone. The Integrated transport assessment submitted as part of the application addressed the primary concerns that will arise due to Re-zoning, but NTA would like to make this submission to address the suitable upgradation that might be required to ensure the road network is Safe System Compliant.

Conditions:

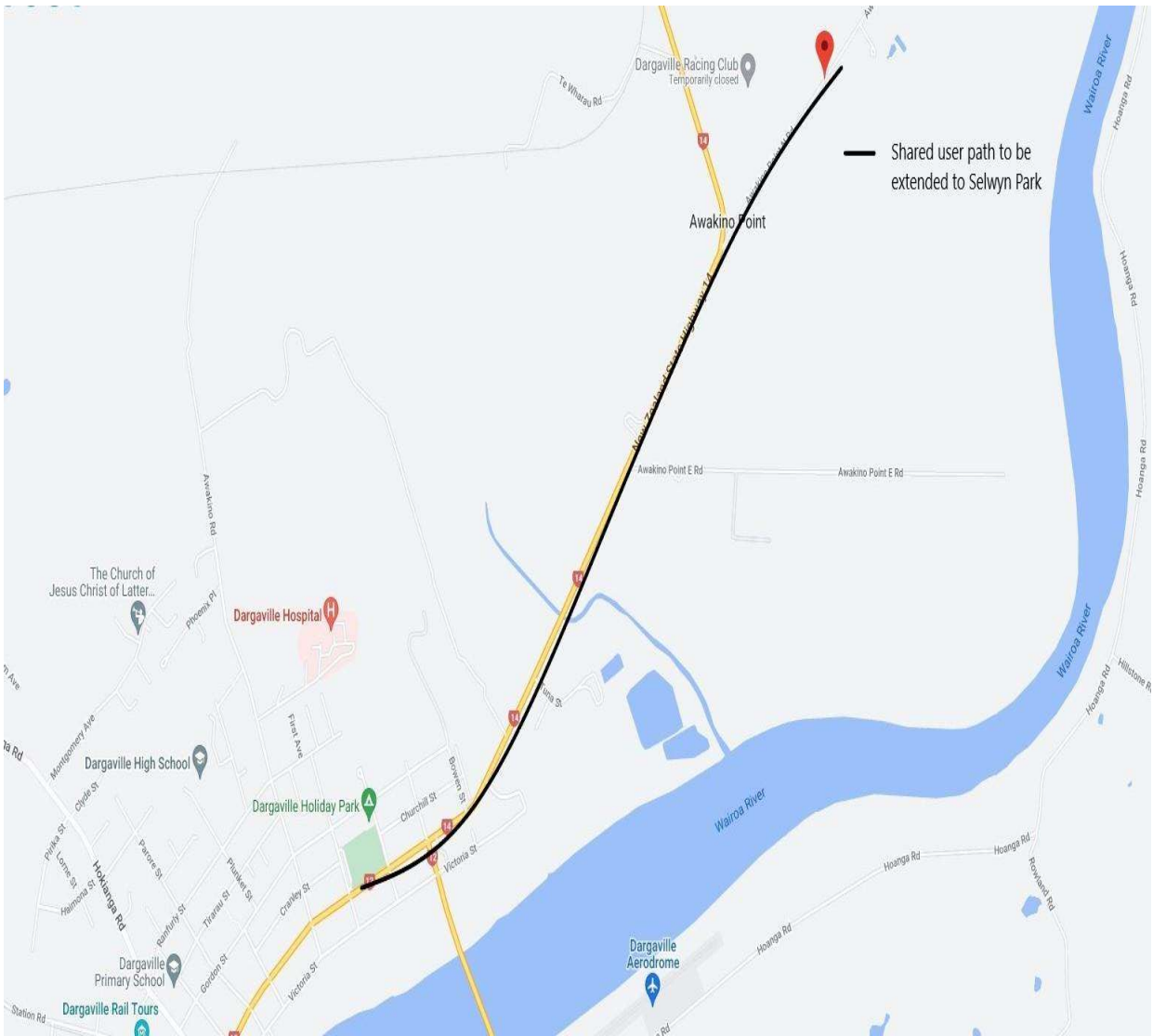
Proposed Upgrades	Requirement
Awakino Point North Road/SH14 intersection to be upgraded to a Give-way controlled T-intersection.	<ol style="list-style-type: none"> 1. Intersection is to be upgraded to be Safe System Compliant Primary Treatment facility type. 2. Detailed Design Road Safety Audit and a 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. 3. The intersection upgrades and Awakino Point North Road upgrades are to be appropriately conditioned for staging.
Shared user path connecting Awakino Point North Road up to the town centre (termination point has not been determined as of now). Waka Kotahi also states the preference to terminate the link at a quiet street or appealing destination	<ol style="list-style-type: none"> 1. Shared user path to connect with Selwyn Park as a minimum, including safe system compliant primary active transport crossing facility for all users. 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 crossing facilities and the associated infrastructure upgrades is to be carried out, where all

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	Serious and Significant Risks identified are mitigated to at least a residual risk of Moderate.
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Proposed Upgrades	Requirement
<p>Awakino Point North Road/Primary access intersection and Awakino Point North Road/Industrial Access intersection to be a Give-way controlled T-intersection.</p>	<ol style="list-style-type: none"> 1. Intersection is to be upgraded to be Safe System Compliant Primary Treatment facility type. 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.

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	<p>3. Connectivity (Pedestrian crossing) of the shared user path with the proposed residential zone to be Safe System Compliant Primary Treatment facility type.</p> <p>4. The upgrades are to be appropriately conditioned for staging and they are to comply with the revised Whangarei District Council Engineering standards.</p>
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Northland Transportation Alliance	
Council	Kaipara District Council
Name of Submitter	Nick Marshall, Team Leader Road Safety and Traffic Engineering
Organisation	Northland Transportation Alliance (NTA)
Subject	Further Submission on submissions on Private Plan Change 81 – Dargaville Racecourse.
Date	15/11/2022

This is a further submission on submissions on Private Plan Change 81 – Dargaville Racecourse to the Kaipara District Council.

Northland Transportation Alliance has outlined the specific parts of submission supported or opposed or provided general support with certain amendments in the attachment below.

We would like to clarify that in our initial submission we were referring to the proposed upgrades of Awakino Point North Road/SH14 being a “Give-way controlled T intersection” and our request being any improvements for the intersection to be Safe System Compliant Primary Treatment, and the Primary treatment could be a Rural Roundabout. Similarly, we were referring to the proposed upgrades of Awakino Point North Road/Primary access intersection and Awakino Point North Road/Industrial Access intersection being a “Give-way controlled T-intersection” and our request being any improvements for the intersection to be Safe System Compliant Primary Treatment, and the Primary treatment could be Rural Roundabout.

NTA wishes to be heard in support of its further submission and will consider presenting a joint case if others make a similar submission.

Signature of Submitter

Nick Marshall

Team Leader Road Safety and Traffic Engineering
Northland Transportation Alliance

Approved by

Jeff Devine

Strategy and Planning Manager
Northland Transportation Alliance

Name of Submitter	Submission Number	Submission point	Submission Point	Support/Oppose/Amend	Reason
Daniel Simpkin	2	2.1	The submitter requests that Council retain proposed zoning. The submitter considers PPC81 will start the growth of Dargaville and create opportunities. However, the submitter also notes that PPC81 must have adequate Council services/infrastructure including sewerage and water. The submitter request Council not allow a split sewer system. All sewage must come back to town. The submitter considers there must be walking/bicycle/scooter path provided to town as well.	Support	NTA agrees that this is an opportunity for Dargaville to grow, but adequate infrastructure is to be provided to provide connectivity from the development to the Town Centre.
Leanne Phillips	3	3.2	The submitter has concern that SH14 and Awakino Point North Road intersection is already busy enough without adding another possible 935 traffic movements at peak times. The submitter notes they have lived on Awakino North Point Road most of their life and although there haven't been a lot of accidents there have been lots of near misses. The submitter notes that there is already dangerous driving occurring and some locals stop on the side of the road until it is safe to continue as people drive in the middle of the road. Another concern of the submitter is the bus stop at the top of the road, with the proposed road alteration the submitter questions whether the 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.	Support	NTA agrees that the existing intersection of Awakino Point North Road and SH14 is unsafe and the proposed Give way control will not address the additional traffic generated by this development and the development is to be take into consideration the existing bus pick up and drop locations closer to the development and provide adequate mitigations
Leanne Phillips	3	3.3	The submitter expresses concern that if the proposed development goes ahead and 450 homes are built at the Racecourse, there will be more storm water added to an already basic county drain. The drain in the middle of the racecourse links to the county drain that runs directly past the submitters house and down to the farms below with one main flood gate that links to the Northern Wairoa River. The submitter has seen this drain nearly overflow on several occasions and it has flooded the submitters front yard in the past. The submitter has concern this will occur more frequently with the additional development.	Support	NTA agrees that adequate stormwater facility is to be provided within the development
Collin and Joanne Rowse	4	4.5	The submitter notes that during the meeting held 27 May 2021 there was mention that the intersection will need a roundabout to control the high volumes of traffic. Since then, the submitter notes that there has been no further mention. The submitter states that there is plenty of public land available to build a roundabout. 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.	Support	NTA agrees that a roundabout at SH14/Awakino Point North Road is the appropriate safe system primary treatment.
Waka Kotahi	5	5.2	Waka Kotahi note that Policy 1 of the National Policy Statement on Urban Development 2020 (NPSUD) emphasises the need to coordinate land use planning with infrastructure provisions noting that planning decision contribute to a well functioning urban environment that as a minimum have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.	Support	NTA agrees that an accessible active or public transport network for all people between different locations in the community is to be provided
Waka Kotahi	5	5.3	Waka Kotahi note the Emissions Reduction Plan (ERP) was released in May 2022, but does not have legal weight under the RMA until November 2022. However, Waka Kotahi feel the ERP should be considered under the statutory assessment. Waka Kotahi note the following matters should be considered as part of PPC81 to support emissions reduction as well as achieving other RMA outcomes such as minimising effects on the transportation system and social impacts, including: a. delivery of secure and easy to access cycle parking within both the residential and light industrial development areas; b. delivery of electric vehicle charging spaces/infrastructure to support and encourage the use of electric vehicle use; and c. clear provisions to ensure safe and efficient walking and cycling networks are established within the development site and that they connect to the proposed pedestrian and cycle link.	Support	NTA agrees that the development should consider Emissions Reduction Plan and undertake any possible measure to mitigate the effects as suggested by Waka Kotahi. For example: Provision of EV charging stations, bi-cycle parkign provisions, etc.
Waka Kotahi	5	5.5	Waka Kotahi consider the signage rules in the Trifecta Development Area should refer to the Kaipara District Plan, Rule 14.10.24 Signage (including signs on and adjacent to roads) rather than provide an additional rule for this area only.	Support	NTA agree that the signage rule in Kaipara District Plan is to be utilised in the Trifecta Development Area Chpater to maintain consistency throughout the network.

Waka Kotahi	5	5.6	<p>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>	Support	NTA agrees that the proposed Give way control for the intersection is not adequate or safe system compliant to address the additional traffic generated, therefore a roundabout is supported and also support that intersection improvements be carried out prior to any construction works that will generate more than 10 heavy vehicle movements through the SH14/Awakino Point North Road intersection per day.
Waka Kotahi	5	5.7	<p>Waka Kotahi note that a development of the scale proposed in PPC81 in a greenfield location has the potential to generate relatively high levels of private vehicle movements, which would impact the transport network and generate greenhouse gas emissions. PPC 81 has identified that a pedestrian and cycle link between the plan change site and Dargaville township as a key active mode link to help mitigate private vehicle use and provide greater transport choice. Currently the rule framework in PPC81 requires 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> <p>a. the standard and location of the connection; b. that the applicant is responsible for the funding/delivery of the connection; c. that the connection must also safely and efficiently connect with walking and cycling routes within the plan change site; 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. that the design takes into account Crime Prevention Through Environmental</p>	General support but with amendments	NTA agrees that the development should provide the required pedestrian and cycle link from the development, but we deem it necessary to terminate the path at Selwyn Park and not Tuna Street.
Waka Kotahi	5	5.9	<p>Waka Kotahi state that a precinct plan should be appended to the Trifecta Development Area chapter that includes the location of the pedestrian and cycle link. This should also include a cross section of the pedestrian and cycle links design. This appendix should be linked to the provisions of the chapter to make implementation of the transport infrastructure clearer.</p>	Support	NTA agrees that a cross-section of the pedestrian and cycle link proposed should be included in the Appendix
Waka Kotahi	5	5.10	<p>Waka Kotahi specify that any landscaping undertaken should be installed within private property boundaries and should not restrict vehicle or pedestrian sightlines.</p>	Support	NTA agrees that any landscaping undertaken should not compromise the sightlines of vehicles or pedestrians.
Waka Kotahi	5	5.14	<p>Waka Kotahi generally supports the objectives and policies of PPC81 insofar as they provide for mixed use zoning, but seek an additional policy to be included to support integrated planning and the provision of necessary transport infrastructure, specifically related to multi-modal connections to the Dargaville town centre and the intersection of Awakino Point North Road and SH14</p>	Support	NTA agrees that a new policy is to be included outlining the infrastructure requirement and integrated planning. In addition, safe and efficient infrastructure is to be included
Waka Kotahi	5	5.16	<p>Waka Kotahi support an upgrade to the intersection of SH14 and Awakino Point North Road, however the type of intersection proposed is not supported. Waka Kotahi request that TDA-SUB-S10 Transport (3) is am_pe_nd_ed_o provide for a roundabout, which is the best means to mitigate traffic effects.</p>	Support	NTA agrees that the proposed intersection improvement is not adequate and is not safe system compliant for the additional movements generated.
Waka Kotahi	5	5.17	<p>Waka Kotahi request 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. 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>	General support with amendments	NTA generally supports with Waka Kotahi, but suggest the applicant terminate the pedestrian and cycle link at Selwyn Park and this is to be reflected in the DP.
Waka Kotahi	5	5.18	<p>Waka Kotahi support an upgrade to the intersection of SH14 and Awakino Point North Road, however the type of intersection proposed is not supported. 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>	Support	NTA agrees that roundabout is the appropriate treatment to mitigate the traffic effects.
Waka Kotahi	5	5.19	<p>Waka Kotahi support an upgrade to the intersection of SH14 and Awakino Point North Road, however the type of intersection proposed is not supported. 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.</p>	Support	NTA agrees that roundabout is the appropriate treatment to mitigate the traffic effects.

Waka Kotahi	5	5.21	Waka Kotahi states that standards associated with signage should be consistent with the Kaipara District Plan and guidance provided in the NZTA Traffic Control Devices Manual . If standards as notified are retained, a matter of discretion requiring Waka Kotahi approval should be added.	Support	NTA agrees that the signage requirements is to align with the Kaipara District Plan and NZTA Traffic manual devices to be consistent throughout the network.
Waka Kotahi	5	5.24	Waka Kotahi request that the activity status for an illuminated sign that is visible beyond the site boundary is more stringent. Waka Kotahi request a change from Discretionary to Non-Complying status for TDA-SIGN-59 Illuminated Sign (1).	Support	NTA agrees that the illuminated signage chapter activity status is to be changed to Non-complying (if the Trifecta development chapter is to have separate signage requirements). Point 2(f) - based on legal definition the extension of intersection is to be provided and the minimum setback is to be
Waka Kotahi	5	5.25	Waka Kotahi request that the activity status for an illuminated sign that is visible beyond the site boundary for sites within the Light Industrial Area is more stringent. Illuminated signs are not supported when visible from the SH corridor in high speed environments. Waka Kotahi request a change from Discretionary to Non-Complying status for TDA-SIGN-59 Illuminated Sign (2).	Support	NTA agrees that the illuminated signage chapter activity status is to be changed to Non-complying (if the Trifecta development chapter is to have separate signage requirements). Point 2(f) - based on legal definition the extension of intersection is to be provided and the minimum setback is to be changed to 50m.
Waka Kotahi	5	5.26	Waka Kotahi note that all definitions should be consistent with the Kaipara District Plan.	Support	NTA agrees that the definitions should be consistent with the Kaipara District Plan.
Ministry of Education	7	7.2	The Ministry notes that PPC81 will provide substantial development capacity and, as the area is currently zoned Rural and has been identified in the Kaipara Spatial Plan as land appropriate for industrial development, this residential growth is not anticipated by the Ministry. As PPC81 would enable urban growth at densities that are greater than currently enabled, the demand on the local existing school network at Dargaville will likely increase. Additional capacity within the Ministry's network will likely be required to service the growth of this plan change and the wider growth of Dargaville. The Ministry is seeking enabling provisions for educational facilities be included within the Trifecta Development Area to accommodate future educational facilities to enable the Ministry to service the growth and urban expansion of Dargaville.	General support with amendments	NTA agrees that the development should consist of educational facilities with adequate speed limits along school zones in line with Speed Limit Rule 2022 and infrastructure support to be provided to support the speed limit, due to the likely reduction in Vehicle trips
Ministry of Education	7	7.4	The Ministry seeks an amendment to TDA.1.1 Objective 3 to include educational facilities. The Ministry notes that the development area has provisions for community facilities (which includes educational facilities in the Development Area nesting table). However, the inclusion of educational facilities as part of community facilities is not explicit as the definition for community facilities in the Trifecta Development Area does not include educational facilities. Further, this is inconsistent with the approach taken in the draft Kaipara District Plan, which has separate provisions for community facilities and educational facilities. The Ministry wishes to highlight the gap in the Trifecta Development Area once the draft Kaipara District Plan becomes operative, and requests the inclusion of educational facilities within the objective to specifically enable the establishment of schools.	Support	NTA agrees that the development should consist of educational facilities, therefore suitable changes to the policies is to be made
CJ Farms 2020 Limited	10	10.3	The submitter is concerned with the potential increase in traffic movements from Awakino North Point Road (which is a No Exit Road) out onto an already busy SH14. The submitter notes that Awakino Point North Road is especially busy during the kumara season, some of the kumara workers travel on the metal road at speeds of up to 100km/hr. The submitter notes their grandchildren frequently use the road (many times a day) to walk or bike across from their home to their grandparents and their safety is already in danger.	Support	NTA agrees that the existing intersection of SH12 and Awakino Point North road is non-safe system compliant and therefore a roundabout is to be constructed to accommodate for the additional traffic and safe system compliant. In addition adequate traffic calming within Awakino point north road is to be provided with adequate pedestrian and cycle link within the development.
Awakino Point Rate Payers Inc	12	12.7	APRP note that PPC81 is expected to significantly increase congestion on SH14 between the PPC81 site and Dargaville. The applicants traffic modelling suggests that the development will create a significant increase in traffic movements at the intersection of SH14 and Awakino Point North Road. APRP note that the mitigation measures recommended in the integrated transport assessment include upgrading the intersection, sealing Awakino Point North Road, and creating a Pedestrian/Cycle Link into Dargaville. APRP has significant concerns with the assumption that a 4 km walking/cycling track into Dargaville will be utilised by new residents enough to mitigate any adverse effects on the transport network between the PPC81 site and Dargaville, particularly when a significant proportion of the residents are likely to be elderly and will need to drive to town to access groceries, health and social services.	Support	NTA agrees that there would be a significant increase in traffic at the intersection of SH14/Awakino point north road

Awakino Point Rate Payers Inc	12	12.8	<p>APRP is concerned if PPC81 is approved, 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.</p> <p>APRP note that the PPC81 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. 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>	Support	NTA agrees that further certainty is required that the transport infrastructure upgrades will be constructed.
Awakino Point Rate Payers Inc	12	12.9	<p>APRP seeks that the KDC make the following decisions in relation to PPC81: 1. Reject the plan change; 2. Retain the Rural Zone zoning at Awakino Point; and 3. Consider the costs to the economy associated with introducing sensitive activities into a productive rural environment. If the Council is of a mind to approve PPC81, APRP seeks that plan provisions are included that: 1. Restrict the amount of residential development on the site and include effective provisions to avoid the creation of reverse sensitivity effects; 2. Include appropriate provisions that require upgrades to transport and other infrastructure prior to the establishment of residential activities; and 3. Ensure that provisions are included to manage the impacts of stormwater runoff on surrounding properties.</p>	Support	NTA agrees that the infrastructure upgrades should occur in a sequential manner based on the yield.
Awakino Point Rate Payers Inc	12	12.12	<p>APRP seeks that the KDC make the following decisions in relation to PPC81: 1. Reject the plan change; 2. Retain the Rural Zone zoning at Awakino Point; and 3. Consider the costs to the economy associated with introducing sensitive activities into a productive rural environment. If the Council is of a mind to approve PPC81, APRP seeks that plan provisions are included that: 1. Restrict the amount of residential development on the site and include effective provisions to avoid the creation of reverse sensitivity effects; 2. Include appropriate provisions that require upgrades to transport and other infrastructure prior to the establishment of residential activities; and 3. Ensure that provisions are included to manage the impacts of stormwater runoff on surrounding properties.</p>	Support	NTA agrees that the necessary transport infrastructure upgrade is to be carried out prior to the residential / industrial development
Donald and Adrienne McLeod	13	13.2	<p>The submitter notes that during various meetings that Tripartite group did not want to take away from Dargaville township and mirror the facilities that are already in place. The submitter notes that Tripartite group constantly stressed that the residents of PPC81 would use sporting facilities in Dargaville. Although the submitter fully understands the applicants thought process the submitter believes it is flawed. With no public transport between Dargaville township and the PPC81 site the submitters question how these 400 odd Tamariki and Rangatahi will be able to use these Dargaville facilities. The submitter notes the proposal for a footpath between Dargaville township and the racecourse, however, the submitter considers this would need some extremely good planning as not many parents would encourage children to walk or ride on a footpath close to a 100kmph SH. The submitter notes that Mum and Dad taxi could cater to these transportation woes but note that the Tripartite group indicated on more than one occasion that many of the 600 adults would probably be employed in the Whangarei District, as such the Mum and Dad taxi's will not be available to ferry Tamariki and Rangatahi to their sporting activities. The submitter notes that herein comes the issue in that Tamariki and Rangatahi who are unoccupied and bored</p>	Support	NTA agrees that the suitable amenities (sports facilities, etc) should be provided within development purely based on the reduction in trips from the development to Dargaville town centre.
Shane and Megan Philips	14	14.2	<p>The submitter notes specific concerns with PPC81 in relation to the school bus service pick up and drop off area (Bus stop). The submitter notes their children use the service with the stop currently sited at the intersection of SH14 and Awakino Point North Road. The submitter notes there is currently sufficient turning space while still maintaining high safety standards, with plenty of space for family vehicles that drop off and pick up their children. With PPC81 this area 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 will be severely compromised. The submitter notes that if PPC81 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>	Support	NTA agrees that the development is to take the existing bus pick up and drop locations closer to the development into consideration and provide adequate mitigations
Leo Glamuzina and Kim Harrison	15	15.2	<p>The submitter has grave concerns with regard to the impact of increased traffic from PPC81 on SH14 and Awakino Point North Road. The submitter notes since moving to the area they have seen a staggering increase in traffic volumes especially logging trucks, tankers and general heavy traffic. The submitter notes the amount of people commuting to Whangarei for employment, medical and other services that are no longer in Dargaville has increased exponentially. 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>	Support	NTA agrees that the existing road network would not be able to accommodate the additional traffic generated, therefore suitable mitigations like intersection improvements, pedestrian and cycle link, suitable traffic calming etc is to be provided.

Leo Glamuzina and Kim Harrison	15	15.6	The submitter believes that the development of PPC81 for housing, 4km from town is not viable due to its isolation from services. 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 PPC81 will be an enormous and fall as a burden on ratepayers.	Support	NTA agrees that the existing infrastructure cannot cater for the additional traffic generated from the development and the proposed walking and cycling link should be well thought into due to the nature of the network and existing open drains.
Janice and Michael Brenstrum	16	16.2	The submitter considers that the corner at Awakino Point North road/SH14 has a high accident rate and PPC81 will make this worse.	Support	NTA agrees that the existing intersection of SH14 and Awakino Point North road is non-safe system compliant
Dargaville Community C/ Roger Rowse	17	17.4	The submitter has 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.	Support	NTA agrees that the existing infrastructure cannot cater for the additional traffic generated from the development and the proposed walking and cycling link should be well thought into due to the nature of the network and existing open drains.
	17	17.5	The submitter notes 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.	Support	NTA agrees that the existing intersection and the proposed improvement of SH14 and Awakino Point North road is non-safe system compliant, therefore a roundabout is to be provided and adequate improvements to the existing road network is to be carried out to cater for the additional traffic