

NTA Memorandum	
Council	Kaipara District Council
Subject	PPC82: Moonlight Heights Response to Applicants evidence
Report Date	3 August 2023
Report Prepared By	Vaishali Sankar
Reviewed and Approved by	Nick Marshall

Introduction

I have read the evidence provided by the applicant and submitters. In particular, I have reviewed the evidence of Peter Justin Kelly and wish to respond to some of the matters raised in advance of the hearing, which may provide resolution on some of the matters discussed.

The Northland Transportation Alliance (NTA) is the Roding Department of Kaipara District Council.

Outstanding Matters

Integrated Transportation Assessment (ITA)
<p>NTA agrees with having an Integrated Transport Assessment trigger and Safe System Approach Assessment for effects on the SH12 intersection upon 70 cumulative peak movements.</p> <p>NTA disagrees with removing the ITA requirement from Rule 13.13.A.19.a as the indicative loop road will be vested to Council and should be supported by an ITA when developed. NTA suggests rewording Rule 20 to read <i>"When Rules 13, 14 and 15 apply the following information requirement shall be met"</i>.</p>
Response to Waka Kotahi concerns in respect to the upgrade of SH12 intersection
<p>Waka Kotahi identified that the proposed provisions were lacking in requiring the actual delivery of the upgrades identified by an ITA. The applicant has added matters of discretion 13.13A (26) – (28) focusing on the Awakino Road upgrade, the SH12 intersection and ensuring connection to established shared path facilities. There is also discretion about safe and efficient pedestrian and cyclist movements.</p> <p>I can confirm that with these additional matters being added to the provisions in 13.13A (26) - (28) there is now sufficient direction to ensure upgrades are required at the subdivision stage.</p>

Awakino Road Upgrades

NTA agrees that the upgrades required to Awakino Road will be triggered at 125 cumulative peak hour movements (approximately 139 lots) as set out in Rule 13.13A Clause 16.

NTA disagrees that the upgrading required relating to the effects of this plan change should only relate to the northern most proposed subdivision access point onto Awakino Road to 10 metres south of Paratai Place. The whole frontage of the plan change site (that is from the northernmost section of precinct boundary to 10m south of Paratai Place) should be upgraded to Urban standards.

NTA also disagrees with the termination point of Shared Use Path (SUP) and proposed location and pedestrian crossing facility type on Awakino Road. While our primary evidence suggests that the SUP should be formed to Ranfurly Street, upon reflection of the applicant's evidence, NTA considers a reduction to Kauri Street via Kauri Court is acceptable. Lot 14 DP 72352 is a recreation reserve that consists of a 1.3m wide footpath, running between Kauri Court and Awakino Road thus providing the necessary connection to Dargaville High School and the wider network.

NTA agrees with a 7.5m carriageway, kerb and channel, infilling open swales for the urban upgrade as included in the provisions.

NTA disagrees with the proposed 1.8m footpath on the western side of Awakino Road. NTA considers that a 1.8m wide footpath must be provided on the eastern side of Awakino Road, from the northern most end of precinct boundary to the southern access point of loop road and a Shared Use Path needs to be provided on the eastern side of Awakino Road from the southern access point of the proposed loop road to Kauri Court. In addition, a primary safe system crossing near Kauri Court where the Shared use path terminates must be provided to ensure traffic safety concerns are addressed and an efficient connection to the existing network has been established. While Kauri Street via Kauri Court could be a suitable compromise location for the crossing to be situated, NTA are open to other more suitable locations provided connections can be made to existing and/or proposed infrastructure as well as the local schools, hospital, and town centre.

NTA disagrees with the location and type of pedestrian crossing proposed. As stated above, a primary safe system crossing must be provided as part of providing an SUP connecting to the existing network via Kauri Court.

Regarding Rule 13.13A(17), the NTA considers the upgrades should not be 'limited' to the applicant's list included in the precinct provision and suggest that the wording of the rule is modified to "shall include, but not be limited to the following requirements".

The Awakino Road upgrade is considered essential as part of mitigating the effects of the plan change, as assessed.

Loop Road

NTA agrees with the applicant's transport and urban design evidence that if the full indicative loop road cannot be provided across the titles not owned by the applicant (southern connection point) there still remains an opportunity to provide an alternative roading connection(s) with a similar, acceptable outcome. I consider the most likely option would be to remove the southern-most extension of the indicative 'loop road' currently identified on the proposed concept plan and that the remaining stub within the applicant's land would then connect with the indicative 'green street' and form a 'loop' back to a single point of entry to the Plan Change area located within 159 Awakino Road.

Future Connection to Connection C

NTA agrees to rescind the recommendation requiring the applicant to provide for the future connection to the east of the site, as it is unknown if providing the remainder of the link across the farmland will ever be feasible or be subdivided.

Road Design

NTA continues to recommend removing parts of Table 13.1 from the 2011 Environmental Engineering Standards that aren't already overridden by the precinct rules i.e. the last 5 columns and advice notes 4 and 5.

NTA agrees to rescind the recommendation requiring applicant to include a 1.8m wide footpath on roads servicing 4-6 households.

Driveways

NTA agrees in part to allow reversing onto every street within the development except for the loop road.

Rule 13.10.25.(2).c.iii) should be modified to read *"Shall include internal manoeuvring area sufficient that vehicles using the driveway do not need to reverse onto a road or shared where the access is located within 10m of an intersection road boundary or where the access is off loop road"*.

NTA acknowledges the applicant's transport evidence about the access width serving up to 6 dwellings being incorrectly transcribed within the rule and Table 13.1 being the correct provision. Therefore we request Rule 13.20.25 (2)c)ii) be removed from the precinct provision.

Based on the above information, I am of the view that the proposed provisions should be updated to reflect NTA's position. However, I have not provided an updated version of the provisions at this stage.

Prepared by:



Vaishali Sankar

Reviewed and Approved by:



Nick Marshall