

## Clause 23(2) Request for further Information

**From:** NTA

**Sent:** Thursday, 1 December 2022 4:46 pm

Can you please request the applicant to provide the following information please.

1. Safe system assessment of Ranfurly Street/Awakino Road intersection and Awakino Road/Dargaville Hospital intersection
2. Austroads intersection turn treatments check for Ranfurly Street/Awakino Road intersection and Awakino Road/Dargaville Hospital intersection is to be carried out.

**Note:** We do not want any formal pavement testing as part of private plan change, but we will make a condition, if the private plan change is to be approved, we will be requesting for Pavement Life Assessment testing with any development (sub-division) application that occurs at this site. We would be requesting the developer to test the remaining life of the pavement, determine the increase in load and assess each treatment length to determine the effects (more than or less than minor). If the effects are more than minor we would condition them to rehabilitate to 25 years design life. Also, we will be requesting for the shared path and footpath upgrades when the development has a 10 H.E yield.

## Applicant's Reply

1. **Safe system assessment of Ranfurly Street/Awakino Road intersection**

Refer to the conclusion of the letter from TPC in Attachment 1 of the further information response letter, as well as the revised set of provisions in Attachment 2 of the letter – amendments have been proposed to Rule 8(a)(iii) to require that at the time of Resource Consent, any integrated transport assessment shall require safe system approach assessment for any development that proposes new road infrastructure. It is considered that this is more appropriate to be addressed at the time of development, and that there is sufficient provision in the proposed plan change to ensure that this will be addressed.

Appendix 8 which replaces the original Appendix 8 which was also in the original Applicant's reply [Rule 13.13A 14a\)ii](#)) (due to renumbering of the rules, [Rule 8.a.iii](#)) has now become [Rule 14a\)iii](#)) and deals with the Additional information to be provided.

Information Requirement:

14. When Rules 7, 8 and 10 apply the following information requirements shall be met:

a) Transport:

- i) The road layout is supported by an Integrated Transport Assessment and an Urban Design Assessment.
- ii) The green street layout indigenous planting shall be supported by a street tree planting plan.
- iii) Any Integrated Transport Assessment shall be commensurate to the scale and effect of the proposed development, and identify of any necessary mitigation measures that will be required to address any impacts on the transport network, including:
  - Potential mitigation measures needed both within the proposed development and on the immediately adjacent transport network including any improvements, upgrades, alterations or extensions to the transport network (including at level crossings).
  - Any mitigation required to achieve convenient and safe operation of access points for all users and safe and efficient pedestrian and cycle connections and crossings.
  - Any recommendations and necessary mitigation to establish active transport connectivity and compliance with NZ Pedestrian Planning Design Guide 2022, including the consideration of the following:
    - Extensions of existing footpaths on Awakino Road where necessary.
    - The need to establish a shared path connecting the development to any existing shared path facilities.
    - Provision for pedestrian crossing facilities near new public road connections to Awakino Precinct.
  - A summary of the Integrated Transport Assessment including key findings and implications that the development will have for transport including any proposed mitigation measures.
  - Any development which requires new public road infrastructure to be constructed and vested to Council shall undergo a Safe System Approach Assessment.
  - Any development which generates more than 70 vehicle movements within a peak hour (not daily) at the intersection of Awakino Road and State Highway 12, shall carry out a Safe System Approach Assessment of the intersection.

(24) The extent to which a green street is created, providing a connection between open space, parks in a manner that provides ecological benefit, encourages cycle and pedestrian movement between areas of open spaces.

**2. Austroads intersection turn treatments check for Ranfurly Street/Awakino Road intersection and Awakino Road/Dargaville Hospital intersection is to be carried out.**

Preliminary forecasted volumes on Awakino, based on the anticipated capacity of the proposed residential rezoning have been reviewed and are well under the Austroad requirement for triggering this assessment. Further, a rule has been proposed to require an ITA at the time of development. Any necessary mitigation measures will be triggered as part of this assessment.