

25 January 2019

Hareb Investments Ltd
C/- Landpro
PO Box 8235
NEW PLYMOUTH

Attention: Kathryn Hooper

Dear Kathryn

**2 Johnston Street, Waitara
Request for Further Information**

Hareb Investments Ltd has lodged a Private Plan Change ("PPC") application to develop the site at 2 Johnston Street, Waitara, to enable development of the site as a residential subdivision. Stantec prepared the Integrated Transport Assessment report ("ITA") that accompanied the application.

New Plymouth District Council ("Council") has subsequently issued a Further Information Request ("FIR") provided in two parts, the first within the letter dated 19 December 2018 relating to the application in general, and the second within a subsequent letter dated 11 January 2019 focusing on specific matters for clarification related to the ITA.

This report has therefore been prepared to respond to each of the relevant matters raised in turn below, including with reference to the attached plans.

FIR letter dated 19 December 2018

Item Assessment Against Draft District Plan

6. a) Section 7.5: Draft Digital District Plan: Putting aside the mapping changes, assess the plan change request against the relevant objectives and policies in the Draft Plan.

Table 1-1 below provides a summary of the relevant policies included in the Draft District Plan 'Part C District Wide Provisions', under the 'Transport and Connectivity' chapter, along with an assessment of the proposed Plan Change's alignment with these provisions.

Table 1-1: Draft District Plan Policy Compliance Assessment

Policy #	Requirement / Compliance
Transport Network	
TC-P1	<p>Ensure the safe and efficient operation of the transport network by:</p> <ol style="list-style-type: none"> 1. restricting or managing vehicular access to and from sites adjacent to intersections and arterial roads so that they do not compromise current and future functionality; 2. minimising conflict between vehicles, pedestrians and cyclists; and 3. managing adverse cumulative effects.

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Policy #	Requirement / Compliance
	As described within the ITA, the proposed access strategy has been developed to provide safe and efficient movement to and from the site for all modes including vehicles, pedestrians and cyclists, providing good permeability through the development and safe connections with the wider transport network.
Connectivity and Integration	
TC-P2	<p><i>Ensure that additions and upgrades to the transport network achieve connectivity through design and construction by:</i></p> <ol style="list-style-type: none"> <i>1. linking to existing networks, including pathway connections, public transport routes and open space networks where possible;</i> <i>2. not precluding connectivity to future developable land;</i> <i>3. contributing to shorter travel distances and providing choices for users;</i> <i>4. allowing ease of movement within, to and from the activity for a variety of users;</i> <i>5. providing increased opportunity for social interaction, particularly in Centres and residential neighbourhoods;</i> <i>6. supporting low impact urban design principles, including the integration of natural features; and</i> <i>7. making it accessible for all users, including the transport disadvantaged and mobility impaired.</i> <p>The Outline Development Plan ("ODP") provided with the PPC application sets out a clear vision for ensuring a high level of amenity for trips to and from the site, for both vehicle and active modes, allowing convenient access to/from and within the development. The retention of natural features such as the existing gully which traverse through the centre of the site, as a reserve, will deliver a high-quality focal point for the community.</p>
TC-P3	<p><i>Identify indicative transport networks for specific sites and areas within the district which:</i></p> <ol style="list-style-type: none"> <i>1. encourage connectivity and ease of movement within and between communities; and</i> <i>2. assist to create a compact urban environment while supporting growth and intensification.</i> <p>The proposed connections between the Plan Change site and surrounding land use, particularly the pedestrian and cycle track connectivity to the north and south, along with development of the Raleigh Street frontage to provide specific off-road amenity for pedestrians, will serve to 'knit' the development into the neighbouring land use, particularly the established residential area to the immediate north.</p>
TC-P7	<p><i>Require high trip generators to prepare an integrated transport assessment including provision for pedestrians, cyclists, public transport users, freight and motorists.</i></p> <p>An Integrated Transport Assessment has been provided as part of the PPC application and a further Transport Assessment will be prepared and provided with the future Resource Consent application.</p>
Safety and Efficiency	
TC-P8	<p><i>Ensure the safe and efficient operation of the transport network by:</i></p> <ol style="list-style-type: none"> <i>1. restricting or managing vehicular access to and from sites adjacent to intersections and arterial roads so that they do not compromise current and future functionality;</i> <i>2. minimising conflict between vehicles, pedestrians and cyclists; and</i>

Policy #	Requirement / Compliance
	<p>3. <i>managing adverse cumulative effects.</i></p> <p>As described earlier, the ODP presents an access strategy for the Plan Change site which delivers an appropriate level of connectivity, to ensure adequate route choice and distribution efficiencies across the two proposed new intersections. The internal design of the subdivision roads, in line with industry standards set out in NZS4404, will ensure a low speed environment, to accommodate vehicle, cycle and pedestrian demands safely.</p>
TC-P9	<p><i>Require additions and upgrades to the transport network to be designed to meet standards to ensure that the safety and efficiency of the transport network is maintained.</i></p> <p>The new roading network shown within the ODP has been designed to comply with the road typology standards identified in NZS4404.</p>
TC-P10	<p><i>Require that activities provide for the safe and efficient movement of vehicles on-site, onto and along the transport network by requiring:</i></p> <ol style="list-style-type: none"> 1. <i>the provision of appropriately designed and/or located vehicle access points, on-site parking including bicycle parking, loading and standing space, driveways, manoeuvring space and queuing space to reduce disruption to traffic flow, driver distraction and road congestion...</i> <p>Again, the site access and internal roading arrangements serving the residential Plan Change development have been designed to ensure safe and efficient vehicle movements between the site and the adjacent road network.</p>
Traffic Generation	
TC-P13	<p><i>Manage the type and level of traffic using the transport network by:</i></p> <ol style="list-style-type: none"> 2. <i>ensuring high traffic generating activities are appropriately located; and/or</i> 3. <i>ensuring that high traffic generating activities and/or activities generating high heavy vehicle movements locate on arterial and collector roads; and/or</i> 4. <i>appropriately avoiding, remedying or mitigating adverse traffic effects.</i> <p>The location of the site within the surrounding roading hierarchy, in close proximity to the SH3 arterial route, will ensure a good level of traffic distribution across the local and district network can be achieved.</p>
TC-P14	<p><i>Require high trip generator activities and activities generating heavy vehicle movements which propose to access and utilise the district's roads to be assessed in an Integrated Transport Assessment prepared by a suitably qualified person that as a minimum demonstrates how any adverse effects on the transport network will be avoided, remedied or mitigated, and assesses:</i></p> <ol style="list-style-type: none"> 1. <i>the road's capacity and the likely effect of the proposed use on the road and its users;</i> 2. <i>effects on the amenity values and character of the road;</i> 3. <i>the effect on ongoing maintenance of the road and the need for road maintenance agreements;</i> 4. <i>whether opportunities for alternative access and/or routes exist;</i> 5. <i>appropriate traffic management and travel planning mechanisms;</i> 6. <i>whether it is appropriate to stage the activity and/or undertake improvements to the transport network; and</i> 7. <i>cumulative effects.</i>

Policy #	Requirement / Compliance
	As referenced earlier, a further Transport Assessment covering the required criteria listed above will be prepared and submitted with the future resource consent application.
Effects	
TC-P17	<p><i>The transport network should be located and designed to avoid, remedy or mitigate adverse effects on adjacent land.</i></p> <p>As described through the ITA, the ODP transport network has been specifically designed to provide a high level of amenity and connectivity for vehicular and active transport modes associated with the subdivision activity, as well as providing an improved pedestrian environment along the adjacent section of Raleigh Street, enabling improved integration with the established urban network to the north.</p>

As shown, the proposed PPC aligns well with the intentions of the transportation related policies set out within the Draft District Plan.

FIR letter dated 11 January 2019

Item 1a). *With reference to Raleigh Street along the frontage of the subdivision, given this road is an Arterial route, upgrades are required to be design in accordance with Austroads standards. Given this, can you please provide greater detail on the design of the road frontage to ensure these standards will be met.*

Plans showing indicative concept designs for the two new site intersections with Raleigh Street, which have been developed in line with the Austroads standards, are appended to this report. It is noted that further detailed design and subsequent approval of the intersection arrangements will need to be agreed by Council at the resource consent stage.

Item 1b). *With regard to traffic volumes provided in the report and noting that a basic left turn treatment (BAL) will be required for each of the proposed subdivision intersections with Raleigh Street, please detail how this will be carried out in accordance with Austroads standards (with particular correlation to Figure 2.2 of the standards).*

As per above, the attached plans provide intersection designs for the site's connection with Raleigh Street, showing provision of a Basic Left Turn treatment at both intersections, as well as potential for a right turn lane at the eastern site intersection (in a tandem arrangement with Stafford Street).

Item 1c). *As the proposal entails new roading and footpath pavements, please provide a typical cross section and associated statement in accordance with design standards and design life requirements. Additional detail is required of the horizontal radii and intended speed restriction of the proposed subdivision roads to ensure that the speed restrictions correlates to speed environment created by road geometry and width.*

As described within the ITA (section 9.3), the internal roading arrangements have been designed to align with NZS4404 for the 'Live and Play' suburban context (figures E10-E12). Typical road cross sections for each of the site's proposed internal roading classifications, based on NZS4404, are provided within the attached drawing. In this manner, and whilst the internal speed limits may be subject to a typical urban restriction, operating speeds will in practice be limited by the carriageway alignment, geometry and specific road cross-sectional space, ensuring the associated design speeds identified within NZS4404, for the respective road classifications, are appropriately met. In terms of the design life of the new roading infrastructure, the detailed design stage will include specifications around pavement construction that again, will need to be approved by Council prior to any construction commencing.

Item 1d). A response to this has been separately prepared by the Civil Infrastructure Consulting.

Item 1e). A response to this has been separately prepared by Landpro.

We trust this response adequately addresses the matters requiring further information.

Yours sincerely



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Stantec New Zealand

Reviewed By:



Mark Georgeson
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