

14 May 2020

Rachel Morgan  
Senior Planner  
Barker Associates  
By Email: [rachelm@barker.co.nz](mailto:rachelm@barker.co.nz)

Dear Rachel,

## ***520 GREAT SOUTH ROAD, DRURY - REQUEST FOR FURTHER INFORMATION – TRANSPORT***

Further to the request for additional information received from Auckland Council dated 6 April 2020. I can provide the following additional information on points raised by Council. For ease of reference, Council's transport-related requests have been repeated below with the same numbering.

*T1 Please provide further information on measures that could be put in place to address restricted visibility. The assessment should also address the additional volume of traffic likely to use the new road as an alternative.*

### **TPC Response**

I agree the recommended measures, namely reduced speed limits and removal of vegetation to improve sight lines can address safety at the intersection. However, I considered that the removal of the vegetation will be enough to address given the likely flows added to the intersection will be minor.

Both these measures are outside of the control of the applicant and are the responsibility of the road controlling authority, Auckland Transport.

We understand the applicant is happy to work with Auckland Transport on the removal of the vegetation. Furthermore, I understand that Auckland Transport is reducing the current speed limit from 70km/h to 50km/h which will take effect in June 2020.

With regards to an assessment of additional traffic using the new road, we understand Council's Traffic Engineer is referring to the new road through 520 Great South Road that will connect with Great South Road. If connected through to Gatland Road, there is the potential of traffic generated from other land use on Gatland Road to use the new road.

Traffic modelling results provided in our traffic assessment show that there is spare capacity within intersection once the plan change area is fully developed. All movements at the intersection are operating at a Level of Service (LOS) "A" except for the right turn movement from the new road during the AM and PM periods which is operating at a LOS C.

Any additional vehicle movements using the intersection and not relating to 520 Great South Road are only expected to do so if their destination or origin is towards the south. Otherwise using Gatland Road, would continue to be the preferred route. This will add turning movements for the left turn from and the right turn into the new road. The modelling indicates that both these movements would operate well under capacity and additional movements would not have an adverse effect on the intersection performance.

*T2 Please confirm how pedestrian connectivity between the existing network and the development site will be provided.*

#### **TPC Response**

We anticipate that any future development of the plan change area will include new roads with a pedestrian network that will connect to Great South Road and a new footpath along Great South Road for the extent of the site frontage will be provided. This is proposed as part of a resource consent application that is now lodged with Council for the development of 520 Great South Road.

Any footpath connection to the south can be provided on the east side of Great South Road where a footpath exists 80 metres south of site. Pedestrians are currently using the unsealed shoulder along this side of the road and as development occurs a more formal footpath can be provided.

A footpath connection to the north is available on the west side of Great South Road and we anticipate a pedestrian crossing facility being established immediately north of the new intersection with Great South Road as the site is developed, and this is proposed in the resource consent application for 520 Great South Road. This will also provide a connection to the bus stops either side of Great South Road.

*T3 Please confirm the how mitigation measures for Great South Road will be delivered – relating to both Great South Road/Gatland Road sightline improvements and the new intersection.*

#### **TPC Response**

An application is about to be lodged for the development of 520 Great South Road that is consistent with the proposed private plan change. A new intersection with Great South Road, a right turn pocket and a pedestrian crossing facility are proposed. An indicative layout of these features is included in **Figure 1** below. Final details of the design will need to be addressed with Auckland Transport however this should provide enough confidence that these mitigations can be accommodated and are proposed as part of development on the site.

With regards to the Great South Road / Gatland Road intersection. The mitigation measures have been discussed in response to T1.

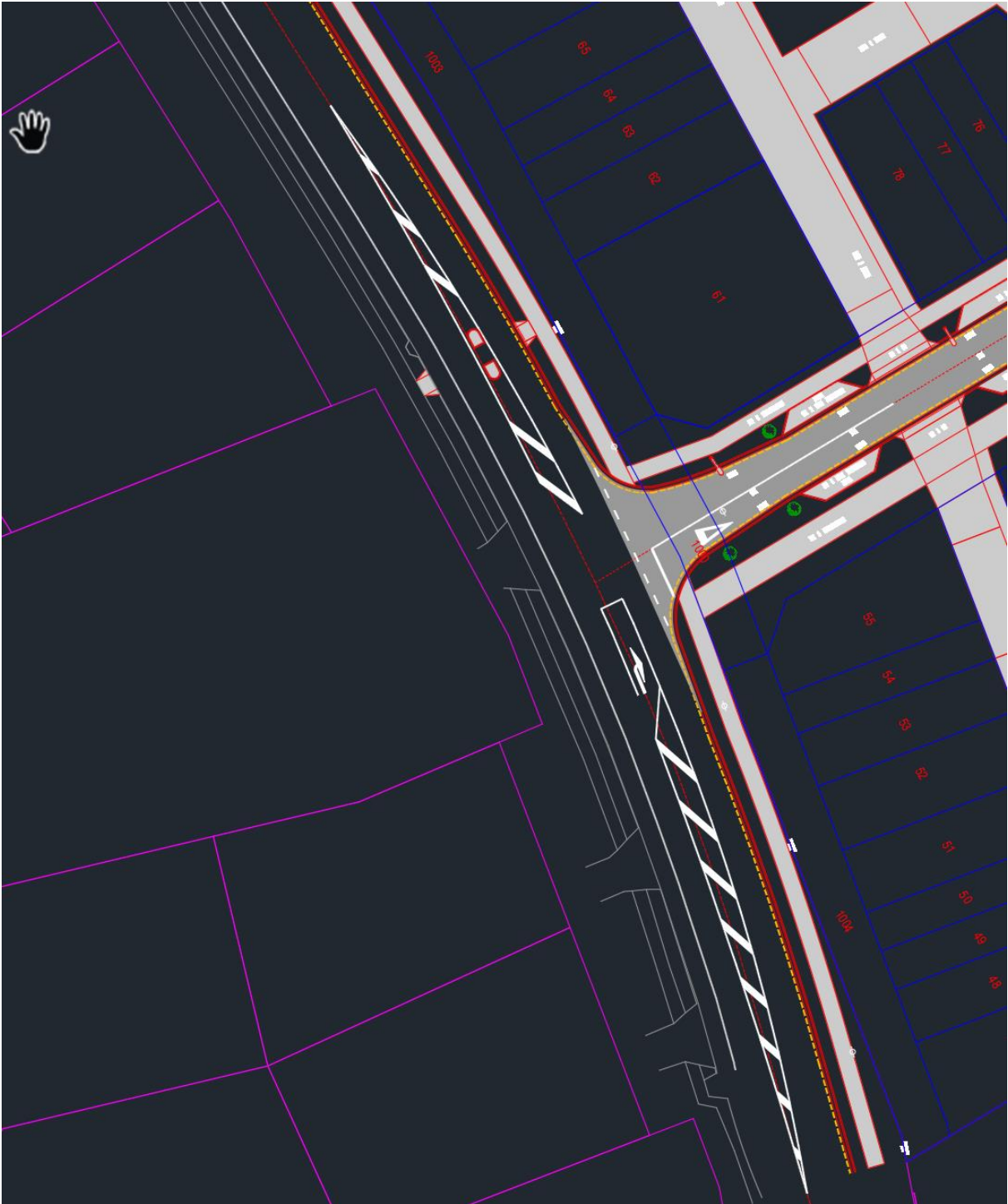


Figure 1: Proposed Road Layout – Great South Road (indicative)

Source: Maven Associates

*T4 Please confirm if the proposed road widening on Great South Road, including compliant berm formation, can be accommodated within the current road boundary and what setbacks are proposed to accommodate the required infrastructure, noting that the road reserve width adjacent to the site narrows relative to the upstream and downstream width.*

**TPC Response**

Although not clear in Figure 1. It is anticipated that a portion of the existing private land will be required to accommodate the road widening, right turn pocket and a suitable berm width. The final details of the road widening will be subject to discussions with Auckland Transport at the time of subdivision of 520 Great South Road and the new vested roads within the PPC area. As part of the resource consent application for 520 Great South Road, a 5.0 metre setback is proposed.

Figure 1 also illustrates a setback of 5.0 metres from the existing road boundary to accommodate any future widening of Great South Road. This is consistent with boundary setbacks immediately north of the site.

*T5 Please clarify the distribution of the predicted traffic volumes at both Gatland Road and the new road intersections.*

**TPC Response**

I have reviewed traffic flow diagrams provided in Section 3.3 of the report and can confirm there are some splits of turning movements at the new intersection that are not proportionate to those measured at the Gatland Road intersection.

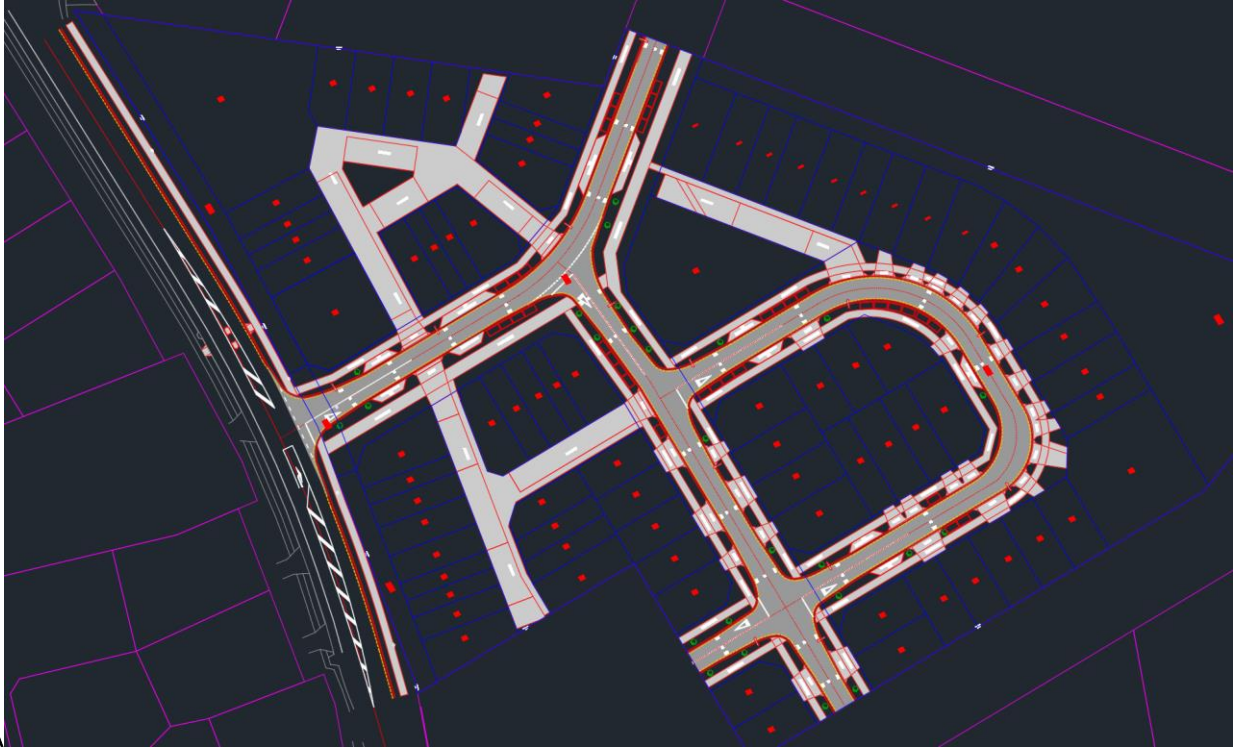
These occur in the midday and the PM periods only and relate to turning movements into the new road. If they were corrected, it would result in the right turning movements into the new road reducing and the left turn movements increasing. The changes in flows would be 5 vph and 10 vph, respectively. This change in flows is unlikely to have any material effect on the traffic modelling results and in fact will show a slightly better performance than reported.

*T6 Please comment on how the PPC aligns with AUP objectives for urban growth and urban subdivision in relation to the future extension of the public road network to the FUZ land to the south.*

**TPC Response**

As per T3 above, this is best illustrated by providing the information in the proposed subdivision application for 520 Great South Road.

The proposed road layout includes a new road that will extend towards the south and connect with the paper road along the southern boundary of the PPC area. This connection will provide the ability for future extensions into the FUZ land to the south.



**Figure 2: Indicative Road Network – 520 Great South Road**

*Source: Maven Associates*

I trust that the above provides enough information to respond to the queries raised by Auckland Council. However, should Council have any further queries in relation to the above, I would be happy to meet with them to discuss further if needed.

Yours faithfully

**TRAFFIC PLANNING CONSULTANTS LTD**

Todd Langwell

