

Ms Z Avery
The Urbanist Limited

13 January 2025

Copy via email: zoe@theurbanist.co.nz

Dear Zoe

S92 RESPONSE – 2127 KAIPARA COAST HIGHWAY, KAKANUI (BUN60406128)

Further to your instruction, we are pleased to provide this response to the transportation matters raised by Auckland Council in their Further Information Request (the 'request') dated 27 June 2024. We respond to 'Traffic' Items 30, 68 to 70 and 'Transportation' Questions 8 to 12 of the request as follows.

1 FURTHER INFORMATION REQUESTS

1.1 ITEM 30

Council Request

"The waste plan from Rubbish Direct (19/4/2024) does not appear to include the information requested in relation to how residents and trucks will access this area safely, manoeuvring, appearance (or will the area be only bins with no cover, screening etc?) or provide the plans sought. Please confirm where this information is or provide this information if not already available."

Our Response

Please refer **Attachment A** with vehicle tracking showing a Rubbish Direct 7.5 m accessing the rubbish area. The tracking demonstrates that a rubbish vehicle can access the area using the existing compacted metal driveway.

With respect to safety, all truck movements will be forward in/ forward out and utilise the existing turning head area to enable one-way movements.

1.2 ITEM 68 AND 69

Council Request

"The Section 92 Response revisits the TIA's assessment of vehicle visibility at the proposed site exit point onto Kaipara Coast Highway. While the updated response claims that there is no 'blind spot' to the north of the site intersection, it does nonetheless acknowledge the presence of a 'dip' in the road, which partially obscures the vertical visibility of an approaching vehicle.

The Section 92 Response proposes improvements to the sight distance through widening in front of the site, which will remove vegetation on the eastern side of Kaipara Coast Highway (that can partially impede visibility to an oncoming southbound vehicle). While Council's transport planner supports this measure as a means of improving horizontal visibility to the north of the intersection, they remain concerned in relation to the constraint on vertical visibility to the north of the site intersection and would still favour consideration

of potential mitigation measures for this constraint. Please provide further assessment in this regard.

Comment: One such option could be the provision of a warning sign for a side road intersection on the southbound approach to the site access. While we understand that the site access is to remain as private road rather than public road, we would still consider this to be a viable mitigatory measure and would recommend engagement with Waka Kotahi / NZ Transport Agency in relation to the use of such a sign."

Our Response

As per our previous response, we are comfortable with the visibility available. The vehicle, or a portion of it, is always visible from the proposed access and this will improve considerably with the proposed new access widening. Please note that the partial obstruction of vehicles is only to the north and is mainly due to horizontal geometry and grass growing on the eastern side of Kaipara Coast Highway (not the 'dip'). We strongly encourage that the reviewer visits the site.

We do not recommend providing any 'intersection' signage for a private driveway.

1.3 ITEM 70 PASSING BAYS

Council Request

"The Section 92 Response includes attachments to the original (draft) TIA which were missing from the original draft provided. These include Roding Layout Plans for the proposed subdivision.

The TIA confirms technical parameters for the new subdivision roads, including maximum gradients, general widths and the proposed provision of passing bays at 'intermittent' locations along the accessways. However, the roding layout plans provided do not include indicative locations for passing bays.

New Zealand Standard NZS 4404: 2010 – Land Development and Subdivision Infrastructure Table 3.2 recommends the provision of passing bays up to every 50 metres on a single lane accessway serving up to 6 residential units. E27 of the AUP(OP) also provides specific standards for passing bay locations and design. Both would infer the provision of multiple passing bays along the lengths of each of proposed subdivision accessways.

Please provide:

- a) Assessment of the proposed subdivision roads according to the requirements of NZS 4404: 2010 for subdivision roding design standards, including the provision of passing bays.*
- b) Updated roding layout plans showing indicative locations for passing bays along each of the accessways."*

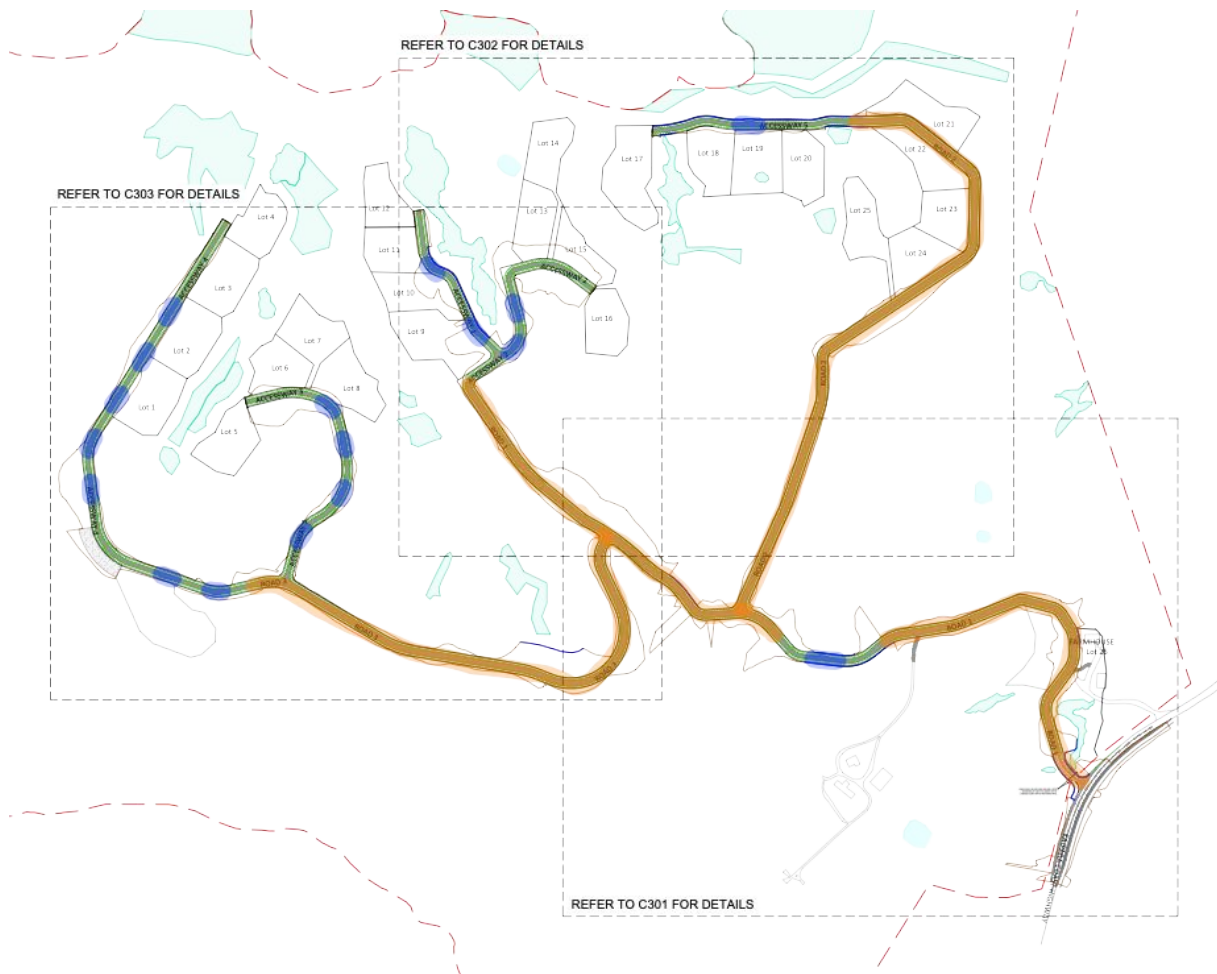
Our Response

Agreed, it is difficult to see where passing bays are proposed on the current plans. Despite that, the passing bays are provided. To assist, we have reviewed the civil engineering set and marked up the following:

- The location of two-way sections of accessway, and
- The location of passing bays on single lane sections of accessway.

These are shown in Figure 1 overleaf.

Figure 1: Two-way Accessways and Passing Bay Locations



The two-way sections of accessway are highlighted orange while the passing bay locations are highlighted in blue. Given the number of lots served by each accessway, these provisions are considered acceptable.

We recommend consulting the civil engineering drawing set in conjunction with the above figure.

1.4 QUESTIONS 8 TO 12

Council Request

“Question 8: Outstanding. Please see comments in relation to question 70 above.

Question 9: Outstanding. Please see comments in relation to questions 68/ 69 above.

Question 10: The response is noted but please note responses regarding related matters, such as questions 68/69/. Some concerns remain with the proposed access location.

Question 11: Outstanding. Please see comments in relation to questions 68/ 69 above.

Question 12: TBC.”

Our Response

These matters seem to refer to the earlier items in our response. As noted, we consider visibility at the proposed access is acceptable and we stand by our initial assessments which concluded that the proposed access location was the best location to maximise sight distance.

2 CONCLUSION

Overall, we consider the development acceptable and trust this addresses the outstanding queries from Auckland Council.

Yours sincerely

Commute Transportation Consultants

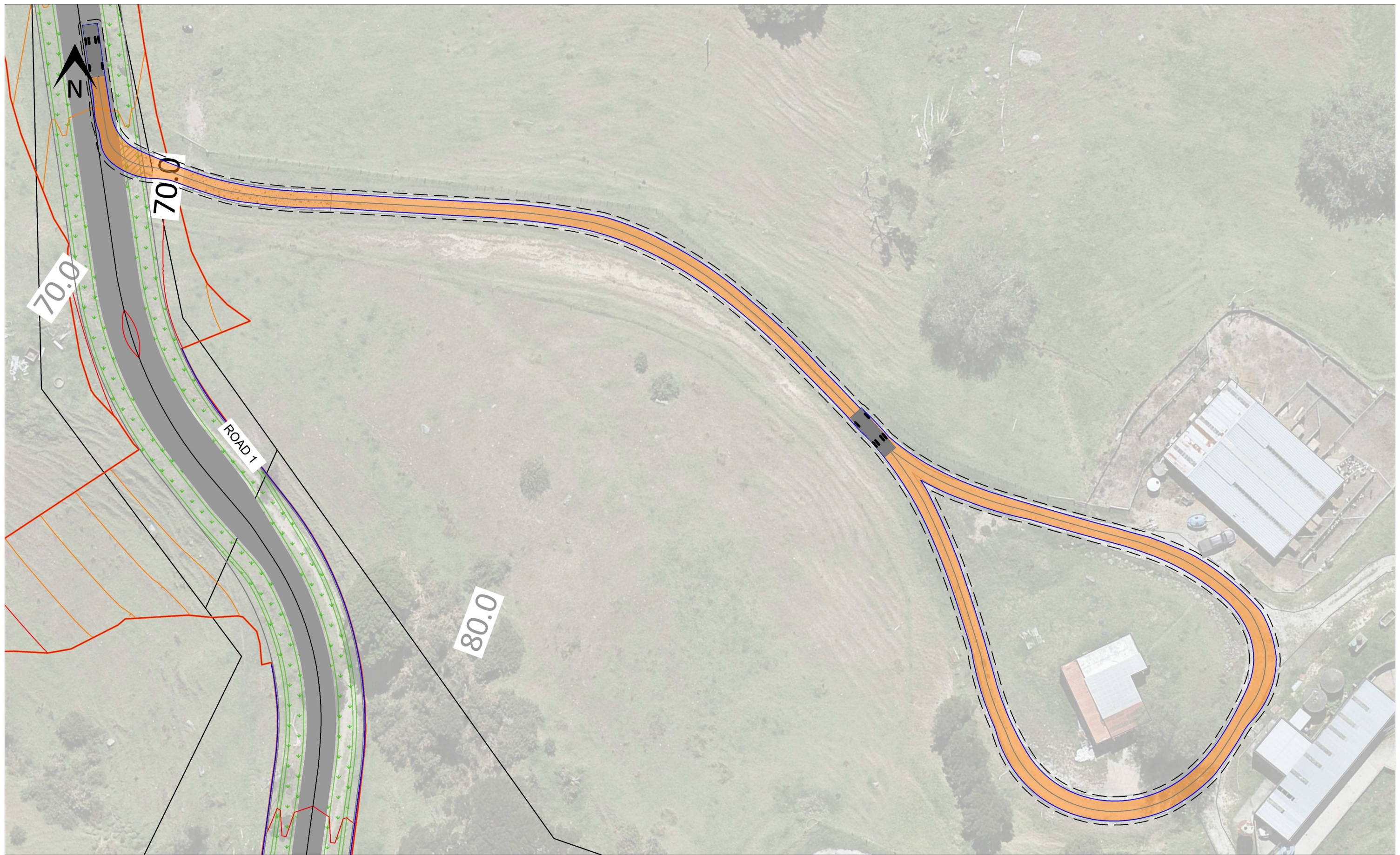


Mike Nixon

Principal Transport Consultant

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ATTACHMENT A: VEHICLE TRACKING



Revision notes:		
Rev:	Date:	Notes:
A	13 FEB 2024	S92 RESPONSE
-		

Drawn by:
 MN
 J001726

Client:
 ABIB (OAMARU) LTD

Project:
 PROPOSED RESIDENTIAL SUBDIVISION
 2127 KAIPARA COAST HIGHWAY, MAKARAU

Drawing Title:
 VEHICLE TRACKING
 7.5M RUBBISH DIRECT TRUCK

Date:
 13 JANUARY 2025

Scale @ A3:
 1:500 @ A3

Revision:
 B - S92 RESPONSE



Figure:
1