

MEMORANDUM

To: Ben Rhodes - Team Leader Strategy and Policy
From: Andrew Mazey - Asset Manager Transportation
Date: 16 July 2018
Subject: Ballymena Subdivision, Springfield - Plan Change 54

I have read the Application and the submissions received and provide the following comments.

16 x L2 type density lots are proposed to be created as an eventual outcome from this plan change. Council has received other enquires over the years to develop this area using access from Pocock Road via an unsealed section of Annavale Road. Council's advice has been consistent in that it would expect that Annavale Road is upgraded to a sealed carriageway to provide the type of Level of Service new residents would expect, and likely complain to Council thereafter if it was not provided.

Pertinent to this is that Council receives through its Annual Plan process regular public submissions requesting existing unsealed roads to be sealed in response to issues with maintenance and the generation of dust. For the 2018 Long Term Plan this was no exception. Council will be considering a future report that looks at how those residents could fund localised seal extensions. Council would not wish to see this situation exacerbated further through a Plan Change such as this that doesn't provide sealed roading access that residents then subsequently take exception to.

The Applicants reference to just providing 100m of seal is perhaps confused with Council forward programmes to provide "seal backs" on unsealed 100 km/hr rural roads where it joins a sealed road. Where warranted it prevents loose metal migrating out onto the intersection, improved maintenance and vehicle approach braking performance. Annavale Road does not have a seal back – which if it did could have been extended further to service the development.

I agree with the Applicants traffic generation assessment noting trips can be between 6-10 trips per day per lot. In my experience this amount of traffic on an unsealed road of this scale of development and a single point of access starts to justify that the road should be sealed for maintenance and dust reasons, especially in close proximity to houses.

In this situation it would be appropriate that the existing unsealed Annavale Road and unnamed portion north be upgraded in accordance with Table E13.8 Township Volume (Local L2 Zone) to 6m wide and approx. 700m long from Pocock Road as a condition to any subsequent subdivision resource consent. After which the Council would then be responsible for its maintenance. The extent of this upgrade is shown below and is to include a turnaround facility at its end. This would include limited street lighting to levels similar to elsewhere in Springfield.

Table E3.18 provides the option for a footpath to be provided for in Local L2 Zone, and Council would be expecting for this to be provided along Annavale Rd to connect to the new footpath installed along Tramway Rd from Pocock Rd to the School, and wider connectivity to the township. Council has an upgrade programme for footpaths in townships across the District to resolve similar situations were these have not been provided previously and therefore wishes to avoid this occurring here.

I see no need to have the unformed road connecting west from the end of Annavale Road through to SH73 be upgraded as residents will use the sealed roading access closest to Springfield.

The proposed Right of Way appears to be servicing 8 lots, rather than the maximum of 6 allowed (Table E13.4 Township Volume). If so a legal road to vest would be required and on that basis the same standard for Annavale Road described above should apply, including a turnaround facility.

It is noted a submitters concern on the speed environment for the area. Council undertakes regular speed limit reviews across the district to gather up these types of situations where new subdivision developments occur. It is expected that a reduced speed limit on Annavale Road would be justified and also possibly on Pocock Road. This would be assessed at the time, but may range from 50 km/hr to 80 km/hr in accordance with NZ Transport Agency Guidelines.

The Applicant has provided an assessment on the performance of the SH73/Pocock Road intersection. While this appears satisfactory this intersection is the responsibility of the NZ Transport Agency and their approval should be sought. The intersection of Pocock and Annavale Road is the responsibility of Council and it would be expected to be upgraded to the same standard as the Tramway Road opposite to form a suitable cross roads intersection including kerbing as part of the upgrade of Annavale Road.

Andrew Mazey

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