

29 March 2021

MEMO

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TO: Alice Burnett
FROM: Simon de Verteuil, Senior Transport Engineer
PROJECT REF: 033020

PLAN CHANGE 74 (HUGHES DEVELOPMENT LIMITED) RESPONSE TO REQUEST FOR FURTHER INFORMATION: TRAFFIC ASSESSMENT

1. We have prepared this response in relation to the RFI received from Selwyn District Council (SDC) on 3 February 2021 for Plan Change (PC) 74. Our response is as follows.
2. **Question 14 a:** *Please provide a map or diagram showing the location of the proposed new road intersection with SH73 in relation to the start of the 60 km/h speed area introduced in October 2020.*

PC74 Applicant's Response

3. The approximate location based on the Information provided online - [SH73 West Melton permanent speed limit](#) | Waka Kotahi NZ Transport Agency ([nzta.govt.nz](#)) is shown below in **Figure 1** with a 100 km/h posted speed limit proposed in front of the site.



Figure 1: SH73 West Melton Speed Limit Change (Indicative Location) in Relation to Proposed New Access



4. **Question 14 b:** *The outcome of consultation with NZTA.*

PC74 Applicant's Response

5. We (Novo Group) met with Stuart Pearson (NZTA Planner) and James Long (NZTA Engineer) at NZTA on 19 March 2021 for the purposes of design discussion and gaining access to SH73, post submission of application. The following bullet points were recorded and acknowledged by Stuart:

- A new road/access off SH73 is proposed permitting left in and left out turning manoeuvres only.
- NZTA has identified that the 100 km/h section to the east of West Melton as a priority area for a wire rope barrier to be installed through the Safe Network Programme (SNP), which would limit right turn movements in and out of the proposed new road/intersection. This is planned for National Land Transport Programme (NLTP) funding from June 2021, with implementation within the next three years.
- The new road/intersection onto SH73 will not be open until there is a 'physical' barrier that prevents drivers turning right into and from the new access (which is most likely to be a wire rope/cable barrier through the SNP). Construction (and/or subsequent opening) of the access onto SH73 will be delayed until a time deemed suitable between NZTA and the applicant – most likely 2023/24.
- A new two-way road access is now proposed by the applicant alongside a shared (pedestrian/cycle) path, between the application site and the existing subdivision to the west. This will allow vehicles the means of accessing Weedons Ross Road and shops within the centre of West Melton, without having to access SH73 or Halkett Road. It also provides safe links to access CSM2 via Weedons Ross Road. This link access road including the access onto Halkett Road will be constructed and operational before any residential units are built on the site.
- Access to and from the site will only be off Halkett Road and the link access road until the access onto SH73 can be implemented.
- The applicant will stage construction of the site based on the contours of the land.
- The applicant will apply noise mitigation measures for properties fronting SH73. (NZTA would be seeking mitigation similar to meet rule 4.9.4 of the SDP).
- The applicant will consider urban design requirements from NZTA for the properties fronting SH74 in respect of encouraging an appropriate speed environment.
- If funding was to get cut for the wire rope barriers, then the intersection shall be designed with appropriate geometry with kerb and channel to provide for left-in and left-out turning movements only.

Stuart has further stated that the points provided above are solely looking at practical solutions for mitigation of effects on the transport network. Waka Kotahi has not yet determined a position on the overall PC.



6. *Question 14 c: Traffic will rely on both Halkett Rd and SH73 to connect to the town centre. While the planned upgrade of the SH73/Weedons Ross intersection by the NZTA will assist, using these wider network roading connections would seem to be incongruous to the need to provide an integrated local roading network that is safe and effective for all modes.*

PC74 Applicant's Response

7. The applicant is applying for a boundary change to a property located adjacent to the site so that the proposed shared pedestrian/cycle link can be widened to accommodate a road (that can then be vested with Council). The ODP has been updated to reflect this (see **Attachment 1**). Traffic to and from the site will be able to use this link two-way road to connect to the town centre in the west without using Halkett Road or SH73.
8. The shared pedestrian/cycle link is still proposed alongside this road allowing a safe and efficient route for sustainable travel to the town centre.
9. Nonetheless, the traffic signals at Weedons Ross Road/SH73 will improve accessibility to and from the town centre and the PC74 site.
10. *Question 14 d: Just having one westward pedestrian/cycle connection to the south of the block and nothing further is undesirable in terms of providing a resilient locally connected township roading network.*

PC74 Applicant's Response

11. As discussed above, the applicant has managed to provide a road connection to the west thus providing a local road connection to the township.
12. *Question 14 e: You have advised that no formed footpath connectivity would be provided on Halkett Rd (to be fair there is none further west but there should have been through previous developments) but there is the bus stop within a walkable distance that could and should service any residents from the PC area.*

PC74 Applicant's Response

13. The applicant is able to provide a footpath along the Halkett Road frontage if required.
14. *Question 14 f: The proposed eastern roading connections seem to be incongruous in the absence of any western ones, with the northern one seemingly dominating the ODP road layout in that area at the expense of better internal connectivity.*

PC74 Applicant's Response

15. The applicant would prefer that an eastern road connection was included to avoid future connectivity issues, which were created by the previous development to the west of the PC site. The applicant is favourable of road connections where possible to improve connectivity. This connection (i.e. a new road) does not have to be made in the future, however it remains good practice to provide for it in advance.

16. **Question 14 g:** *While an additional pedestrian crossing point along SH73 may be seen as useful (is also depends on a lower state highway speed limit being in place), there is no ability to connect to any formed footpath on the southern side as there is none along the Wilfield side or ever likely to be. The proposal to run a footpath along the north side of SH73 to the existing crossing point would be just as good (and existing local north/south pedestrian connections) of a generally marginal overall walk/cycle connectivity response.*

PC74 Applicant's Response

17. The applicant is able to provide a 1.5 m, compacted, metalled footpath along the frontage of the site. However, this may not be something that the Council wants to promote versus using the safer and more attractive proposed new shared path between PC74 and the residential subdivision to the west. Furthermore, this shared footpath will allow pedestrians to still connect up with this existing crossing point over SH73 by using the footpath from Rossington Drive as shown in **Figure 2**.



Figure 2: Footpath connecting Rossington Drive to the Existing Footpath over SH73 (Left: View along Footpath from Rossington Drive; Right: View Across SH73 and the Footpath Leading back to Rossington Drive).

18. The existing pedestrian crossing provides a convenient link into the adjoining subdivision to the south of SH73. It is therefore convenient to travel between the PC74 site and the subdivision to the south of SH73. A footpath link along SH73 will not significantly increase accessibility, just allow pedestrians to walk adjacent to SH73 for a significant distance. As the majority of this route will be adjacent to a road with a posted speed limit of 100 km/h, it will not make it pleasant particularly due to the safety implications.
19. **Question 14 h:** *There is proposed to be no direct property access to Halkett Rd, which is out of keeping with that west to Weedons Ross Road. This would mean all of the proposed development would be inward facing. The ability to extend the existing speed limit on Halkett Road would also be compromised to encompass the new intersection. It is noted that the existing speed threshold is located where the proposed ODP intersection is proposed.*



PC74 Applicant's Response

20. There are only direct property accesses along the frontage of Halkett Road, west of Weedons Ross Road, on the PC side of the road. Our design is in keeping with the existing conditions to ensure consistency for the driver.
21. Direct property access can be achieved if required, although this could introduce safety concerns with vehicles slowing down at several points along the 400 m frontage. There are a couple of properties with direct access onto Halkett Road, but these are typically large farmhouses, or large rural estates hidden behind hedges, trees etc. Having several smaller subdivision properties with driveway access to Halkett Road would be out of context and not consistent with the total road frontage of 4,800 m (2,400 m x2) between Weedons Ross Road and SH73. The preference is for property access to be facing an internal subdivision access road.
22. Instead of direct access, the applicant could consider landscape, urban design form and/or architectural features to highlight the presence of a residential subdivision.
23. If direct property access is preferred by Council, there would be some merit in reducing the speed limit along Halkett Road along the full frontage of the site. The existing speed threshold (see **Figure 3**) would need to be relocated to the east of the site.

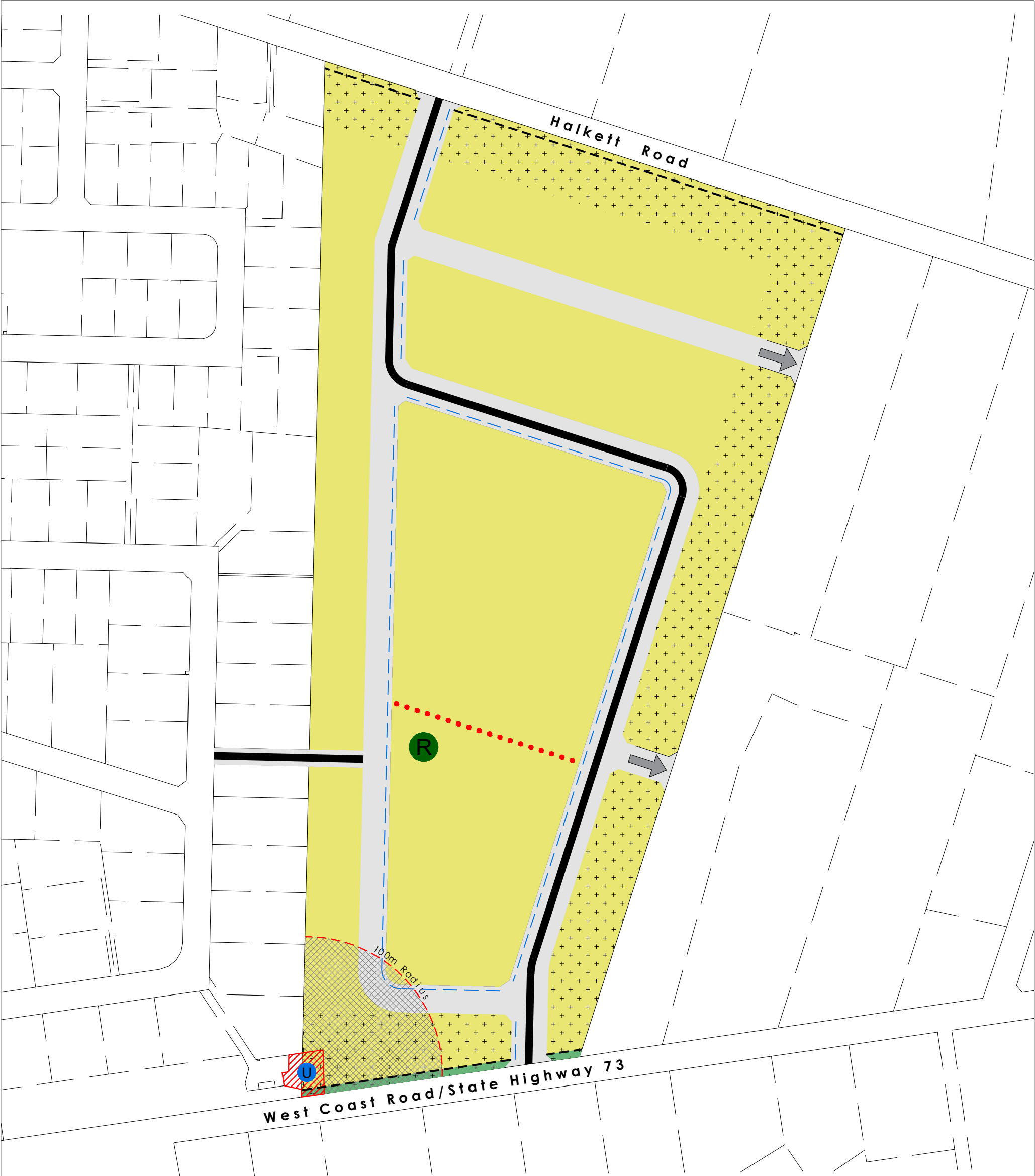


Figure 3: Existing Speed Limit Change and Threshold Treatment along Halkett Road (view north of the Proposed Site Access).

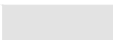
24. The proposed ODP intersection will be positioned at an adequate distance from the existing speed threshold treatment at the time of preliminary design so as to avoid any conflict. If the speed threshold treatment does impact on the location of the OPD intersection, then the applicant will work with the Council to relocate the speed threshold to a suitable location in proximity to the site. This may be east or west along Halkett Road.

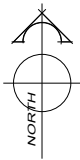


Attachment 1: Updated ODP



LEGEND

- | | | | |
|---|---|---|--|
|  | Living West Melton - Medium Density |  | Fixed Road |
|  | Reserve Location (size to be determined at the time of subdivision) |  | Indicative Road |
|  | Utility Lot |  | Possible Future Road Connection |
|  | Ground Water Protection Zone |  | Pedestrian / Cycle Connection |
|  | Lots>1000 square metres |  | Shared Pedestrian / Cycle Lane (on road) |
|  | No Direct Vehicle Access |  | Gateway and Acoustic Landscape Treatment |



ODP - West Melton East

Not to Scale