



## RM230018 – S92(1) & S92(2) Request

Please find below a s.92(1) and s.92(2) request. The consent will be placed on hold to allow for the following information to be provided.

### s.92(1) – Request for Further Information

1. The assessment provided by Stantec regarding the existing transport environment fails to consider the crash history of the SH2/SH58 interchange. It is my assessment, that the Transportation Assessment Report needs to consider this as almost all traffic coming and going from the proposed development will travel through the interchange. This would then result in Waka Kotahi being an affected party.
2. In order to ensure a clear understanding of the baseline traffic environment, it is not clear if there are other granted resource consents within the vicinity of the proposed development that should be taken into consideration particularly where this may result in higher traffic volumes along Manor Park Road.
3. Within the Transportation assessment Report, Stantec have undertaken baseline intersection modelling as well as future state modelling using Sidra. The report details that the traffic generation rates are particularly conservative and have utilised trip generation rates from Waka Kotahi Research Report 453. Can the applicant please provide details of the different land uses tested in the modelling.
4. This RFI question relates back to RFI 1, an assessment is required with respect to the future state modelling carried out and how this will affect safety at the SH2/SH58 interchange.
5. Can the applicant please provide the completed Level Crossing Safety Impact Assessment Report (LCSIA) & provide assurances that there has been no professional conflict between the Stantec staff who have completed the transport assessment and those that were engaged by KiwiRail to carry out the LCSIA.
6. Based on the proposed changes to the rail level crossing and proposed intersection upgrade of the Benmore Crescent/ Manor Park Road intersection, this necessitates the need for a safe system audit to be carried out in line with Waka Kotahi's 2022 guidelines. The safe system audit should be carried out by a suitably qualified third party.

- 7.** It is noted that of the interventions identified to improve safety at the level crossing, only cater for pedestrians at the southern side of the crossing, when there is also a footpath along the northern side of Manor Park Road approaching the level crossing. No crossing facility is proposed from this footpath to the southern side footpath. This results in a heightened risk for pedestrians approaching the crossing along this footpath. Can the applicant please confirm whether a crossing facility will be provided.
- 8.** It is proposed to construct a private road within the boundary of the applicant site featuring two 4.2m lanes and being of a similar formation to the rest of Benmore Crescent. The current form of Benmore Crescent is more rural than urban and does not include formed kerb lines. Can the applicant please confirm that the existing public road formation section of Benmore Crescent will be upgraded as part of the subdivision.
- 9.** Applicant is proposing substantial upgrades to the Benmore Cres/manor Park Road intersection. Can the applicant please provide the concept drawing set including full vehicle tracking drawings.
- 10.** No assessment has been provided by the applicant with respect to the effects the level crossing will have on the modelling at the upgraded Benmore Cres/Manor Park Road intersection especially in considering any increased frequency scenarios of trains on the line and how this might affect queuing. Can the applicant please provide an assessment on this matter.
- 11.** Can the applicant provide the data sets used to inform the traffic modelling.
- 12.** How have the number of HGV's been estimated for the tenancy areas other than the resource recovery centre.
- 13.** There has been no mention of construction traffic and any assessment around this. Can the applicant please consider this as part of the transport assessment.
- 14.** Please provide new stormwater management plans which show a swale flanking the main road of the site, and another plan in the southern lease are showing the swale for the truck parking area in addition to the already proposed swale.

The internal traffic team has also reviewed this report and has raised the following additional items as an addendum to Luke's Report. I have attached these below:

1. The report didn't clarify Stantec's conflict of interests representing an affected party, KiwiRail, and the developer. Please provide clarity on how Stantec has managed this conflict of interest.
2. The traffic data is required particularly at the connection of Benmore Cres/Manor Park Rd to assess the impacts of the proposal.
3. Please provide data showing a "before – now- and after" – which shows the proposed design/plans for the intersection upgrade which is designed to achieve road safety audit based on Waka Kotahi's guidelines.
4. There is no road classification included. More recently, Waka Kotahi determined a new road hierarchy based not only on traffic volumes but introducing the movement and place. Please provide this classification as this could influence how council assesses the effects of the development with regard to the required upgrade and the effects. This can be found at <https://nzta.govt.nz/planning-and-investment/planning/one-network-framework/>
5. The traffic volumes presented are scars and no data on pedestrian/cycling facilities or numbers are presented. Please provide further information as this needs to be seriously considered as it presents a link from Manor Park Rd to HCC's cycling plan(s). See comment above re ONF.

## **s.92(2) – Technical Review**

"I will include the following non-compliance in the proposal.

Chapter 14A Standard 1(b) – technical non-compliance in terms of only one footpath proposed.

The consent will be put on hold until the S92(2) information is provided to Council."