

3 November 2023

Ruapehu District Council
Attn: Grant Eccles – Consultant Planner
Via email

Dear Grant

Further Information Response for Application for Subdivision and Land use, Kainga Ora and Ruapehu District Council, 6 Tei Tei Drive (RC 1598)

Thank you for your letter dated 21 August 2023 which set out a further information request arising from your review of the above application. Our response is provided in the table below and is supported by the following attachments:

- Attachment 1: Cross-section prepared by Isthmus Group
- Attachment 2: Email correspondences, dated 26 July 2023 and 4 September 2023, and Memo to Waka Kotahi from Barkers & Associates, dated 12 October 2023
- Attachment 3: Updated Integrated Transport Assessment, dated 24 August 2023
- Attachment 4: Waka Kotahi Written Approval, dated 16 October 2023

Amendments to Application

As a result of the ongoing consultation with Waka Kotahi, the applicant has agreed to introduce a right-turn pocket into Teitei Drive to minimise disruption to through traffic as part of the consent application. In addition, the applicant has also agreed to include the list of consent conditions as outlined in Attachment 4: Waka Kotahi written approval letter, dated 16 October 2023, as part of the resource consent application.

Table 1: Further information response.

Section 92 Item		Response
Integrated Transport Assessment (ITA)		
24	The cross-sections for the 18m wide Primary Road and the 14m wide Secondary Road indicate allowance for recessed parking within the sidewalk, with swales next to the sidewalk. Please clarify and assess the safety and efficiency of how this arrangement will work for pedestrians where recessed parking occurs (ie will they be required to walk on the carriageway or in the swale to get around parked cars?).	Please see Attachment 1 updated cross-sections prepared by Isthmus Group. To clarify, there will not be any recessed parking bays in areas where there will be swales.
25.	Allied to the above the Masterplan for the site proposes to realign the existing straight line shared path from Snowmass Drive to Tei Tei Drive to require path users to in part use Road E (Rural Lane) and Road A (Primary Road). Both of	The existing path from Snowmass Drive has a formed width of no more than 2.0 metres and does not have a straight alignment. There are two distinctive deviations in the path that do not provide a legible alignment. This is too

Section 92 Item	Response
<p>these proposed carriageway cross-sections require cyclists to share the carriageway with vehicles with no specific provision for cyclists. Please provide additional assessment of the safety and efficiency of this arrangement compared to the existing and any alternative cross-sections to address the issue.</p>	<p>narrow to be considered a shared path and is considered unsafe for pedestrians and cyclists to share. Ideally, shared paths should be a minimum of 3.0m wide.</p> <p>The proposal to redirect pedestrians and cyclists through the development site will provide a higher level of amenity and safety for pedestrians providing them with a more open route separate to cyclists with better passive surveillance and personal safety. Cyclists will also be provided with more space and the ability to cycle on a carriageway that is proposed to have an operating speed of 40/hr. This speed is conducive to cyclists being able to safely share the carriageway with other vehicles. It is also worth noting that cyclists are required to currently use the existing Teitei Drive alignment which does not provide any cycling facilities or speed management. Therefore the proposal will provide a high level of amenity and provision that the existing environment.</p>
<p>26. Please provide details of the proposed traffic calming measures to be implemented on the various proposed carriageways. It is noted that given the climate in Ohakune with snow and ice occurring during the colder months, traditional measures such as speed humps may in themselves become a hazard and not be appropriate. Allied to this, one of the traffic calming measures set out in the ITA (Section 3.5) is to avoid the establishment of long, straight roads. On the face of it, Roads A and C would appear to be long and straight meaning the implementation of other traffic calming measures takes on additional importance.</p>	<p>Section 3.5 of the ITA clearly sets out the traffic calming strategy that highlighted a number of features that can be utilized to deliver a low-speed environment that does not include speed humps. Other traffic calming features that can be utilized such as kerb build-outs, raised intersections, intersection controls and traffic islands.</p> <p>As set out in Section 3.1 of the ITA, the applicant expects to discuss in more detail with the relevant stakeholders including Ruapehu District Council and as part of any conditions imposed on any consents and engineering approvals. This will allow these measures to be refined appropriately and implemented in an integrated manner with other road features such as footpaths, street trees and vehicle crossings. Detailed design will be provided at the engineering plan stage.</p>
<p>27. In light of the increased traffic movements that would be generated on Tei Tei Drive from the residential subdivision, please provide details of what design measures are proposed to allow pedestrians and cyclists to safely cross the</p>	<p>Section 3.6 of the ITA discusses the intended strategy for pedestrians and cyclists provisions including connecting with the northern side of Teitei Drive and Carrot Park.</p>

Section 92 Item	Response
<p>existing/extended Tei Tei Drive to and from the destinations on the northern side of the street (eg Carrot Park, Ohakune town centre). These measures should also take into account the proposed provision of the local purpose reserve (Lot 205) along the northern frontage of the site, which it appears is to be extended if future stages of subdivision at the site occur, and which is noted in the Concept Masterplan as “Additional Amenity Space for the community - linking in with the playground”.</p>	<p>The application is only for Stage 1 of the overall masterplan which does not include extending Teitei Drive towards the west. All pedestrians utilizing the west side of Road A will therefore not need to cross Teitei Drive and a footpath along the western side of Road and the edge of Lot 205 is intended to connect with the existing footpath on the north side of Teitei Drive as the current pedestrian path from Snowmass Drive currently does.</p> <p>All other intersections within the subdivision are intended to be provided with pram crossing in locations that would ensure pedestrians are crossing at the safest location.</p>
<p>28. Please provide comment from NZ Transport Agency/Waka Kotahi on the adequacy of the existing Tei Tei Drive/SH 49 intersection to safely and efficiently cater for vehicle movements from the proposed residential subdivision.</p>	<p>Please see Attachments 2 and 3 for the correspondence with Waka Kotahi. Attachment 4 is the written approval provided by Waka Kotahi.</p>

We trust that the above addresses your queries for the abovementioned items, however please do not hesitate to contact us should you require any further information.

Yours sincerely | Nāku noa, nā

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