

Memorandum

TO: Lianne Darby, Planner

FROM: Grant Fisher, Planner/Engineer Transport

DATE: 14 December 2016

SUBJECT: **SUB-2016-90**
505 SADDLE HILL ROAD, SADDLE HILL

Application: Consent is sought to subdivide the site into five lots. Lots 1 to 4 will have areas of 4800m² to 1.1ha, and are intended to provide for residential activity. Lot 5 will be the balance area to be amalgamated with nearby land to create a new site of 80.6ha.

Access: The proposal is for Lots 1 to 4 to each have separate vehicle accesses to Saddle Hill Road. The application includes a report from Carriageway Consulting which assesses the safety of the proposed access provisions, in particular sight distance.

The report notes that traffic volumes on Saddle Hill Road are in the order of 150 vehicles per day, which matches data held by Transport. The report states that speed data was difficult to obtain due to low traffic volumes, though observations and testing indicated an operating speed of 70km/h was appropriate to adopt.

Transport holds speed data from a survey undertaken near the site in 2014. The location of the survey was near the vehicle access to 405 Saddle Hill Road, approximately 120 to the east of the eastern edge of the site (and approximately 550m to the east of the mid-point of the site). The location of the survey shares similar road characteristics and geometry to the road fronting the subject site. The survey results showed an operating speed of 79km/h in this location. Further testing recently undertaken by Transport, in assessment of the subdivision application, indicated that such operating speed was achievable past the subject site.

Based on data held by this department, and our own testing of the road adjacent to the site, we consider it appropriate to assess the sight distance based on an operating speed of 80km/h. The proposed vehicle access sight distances are therefore not accepted by Transport at this point in time. We note that further testing could be carried out to determine the operating speed at the proposed vehicle access locations, in order to determine if an alternative operating speed can be adopted for assessment purposes.

It should be noted that while Transport is concerned about the provision of appropriate sight distance at the proposed vehicle access locations, we do not object to the proposed subdivision in principle.

Parking/Manoeuvring: There is considered to be ample space available within Lots 1 to 4 to provide for the on-site parking needs of residential activities, and enable on-site manoeuvring such that motorists can drive onto and off each site in a forward direction.

Conclusion: Transport does not support the application in its current form due to the vehicle access sight distance issues identified above. However, if those concerns are

appropriately addressed then we would have no objection to the proposed subdivision.

A handwritten signature in black ink, appearing to read 'G. Fisher', with a stylized, cursive script.

Grant Fisher
Planner/Engineer
Transport

Lianne Darby

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From: Grant Fisher
Sent: Wednesday, 14 December 2016 12:42 p.m.
To: Lianne Darby
Subject: RE: SUB-2016-90 - 505 Saddle Hill Road, Saddle Hill

Hi Lianne,

It appears that 0.1% (zero point one percent) of traffic travelled between 110km/h and 120km/h, based on the data I have on hand. This equated to 2 cars out of the 1490 surveyed. I also note that 0.1% (2 cars again) travelled between 120km/h and 130km/h at the survey location.

Cheers,

Grant

From: Lianne Darby
Sent: Wednesday, 14 December 2016 12:26 p.m.
To: Grant Fisher
Subject: RE: SUB-2016-90 - 505 Saddle Hill Road, Saddle Hill

Hi Grant

Thanks for this.

One of the submitters claims that a Council survey shows 15% of traffic speeding between 110km/hr and 120km/hr. Is this correct?

L.

From: Grant Fisher
Sent: Wednesday, 14 December 2016 10:59 a.m.
To: Lianne Darby
Subject: SUB-2016-90 - 505 Saddle Hill Road, Saddle Hill

SUB-2016-90 - 505 Saddle Hill Road, Saddle Hill

Hi Lianne,

Comments are attached for the above application. I have advised Andy Carr of Carriageway Consulting of my conclusion as a courtesy. Let me know if you need anything else.

Cheers,

Grant.