

**From:** [Jenny Lapham](#)  
**To:** [REDACTED]  
**Date:** Friday, 23 April 2021 03:36:00 p.m.  
**Attachments:** [Scanned correspondence and DCC letter Redacted.pdf](#)

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Dear [REDACTED]

As advised in our email to you of 19 April 2021 that collation of information would be provided by close of business on 23 April 2021. I now attach copies of all correspondence held (as detailed in your original request of 18 March 2021) .

Some information has been redacted pursuant to section 7(2) (a) of the Local Government Official Information and Meetings Act 1987 –

protect the privacy of natural persons, including that of deceased natural persons;

As we have redacted some information you are advised that you have the right to seek a review of our decision by the Office of the Ombudsman. Via the following link.

<https://www.ombudsman.parliament.nz/get-help-public>

Yours sincerely

Jennifer Lapham

**Governance Support Officer**

**Civic**

P 03 477 4000 | E [Jenny.Lapham@dcc.govt.nz](mailto:Jenny.Lapham@dcc.govt.nz)

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**From:** [REDACTED]  
**Sent:** Thursday, 18 March 2021 12:04 p.m.  
**To:** Official Information <[officialinformation@oa.dcc.govt.nz](mailto:officialinformation@oa.dcc.govt.nz)>  
**Subject:** Request for official information.

To the Dunedin City Council

I make a request under the official information act. For all correspondence between the Dunedin City Council, NZTA and any others involved, including any residents affected by any road changes, in the planning of the new proposed road layout alterations, including the need for traffic signals on State highway 87 Gordon Road Mosgiel . For the new entryway into the proposed new Mosgiel Aquatic centre.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## Lauren McDonald

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**From:** Parks Consulting  
**Sent:** Wednesday, 14 April 2021 12:27 p.m.  
**To:** Lauren McDonald  
**Subject:** FW: New Mosgiel Pool

**From:** [REDACTED]  
**Sent:** Thursday, 18 March 2021 1:21 p.m.  
**To:** Parks Consulting <[parksconsulting@dcc.govt.nz](mailto:parksconsulting@dcc.govt.nz)>  
**Subject:** Re: New Mosgiel Pool

Hi John,

Thanks for the email,

I'm a little crook at the moment so I will send a email over the weekend with our concerns, and mitigation's and or planning discussions seen as we are immediately effected.

Thanks for making contact, that's was the first time from council over the period of discussions, consultations.

Regards,

[REDACTED]

Get Outlook for iOS

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**From:** Parks Consulting <[parksconsulting@dcc.govt.nz](mailto:parksconsulting@dcc.govt.nz)>  
**Sent:** Wednesday, March 17, 2021 5:36:39 PM  
**To:** [REDACTED]  
**Subject:** New Mosgiel Pool

[REDACTED] hi

Following up on our telephone conversation earlier. You will have a letter in your letterbox with details of the pool and carpark area. You are a close neighbour to the pool. The letter also shows the new traffic layout at the Eden Street intersection which will be the entrance to the pool carpark. The intersection will have traffic signals with pedestrian crossing phases.

If you have any comments or concerns please send an email to this email address and I will pass on to the Pool Project Manager or the Transport team.

You mentioned the pedestrian pathway that will link the pool carpark to the carpark near the grandstand. You are right, there may be a pathway to allow people to park in the grandstand carpark and walk directly to the pool. It is not part of this pool construction project, but it may be discussed as part of the Reserve Management Plan work we have coming up later this year.

Parks are planning to do a Reserve Management Plan for Mosgiel Memorial Gardens and Sportsgrounds and Peter Johnstone Park later this year. As part of that, we will be asking for feedback on how it is currently managed and how it should be managed in future as well as any future developments people think are needed such as car parking or pathways. The decision about the pathways will come out of the Reserve Management Plan work.

Regards

John

John Brenkley

**PLANNING AND PARTNERSHIPS MANAGER  
PARKS AND RECREATION SERVICES**

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## Lauren McDonald

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**From:** Hjarne Poulsen  
**Sent:** Thursday, 11 March 2021 12:42 p.m.  
**To:** Matthew Hartley; Susan Lilley  
**Subject:** Fwd: Mosgiel Pool - signalised intersection raised vs not raised

Hi both,

Re the raised crossings, I have talked to Roy (and see below) - make the full intersection raised (unless Stantec can come up with a very good reason for not doing so) and we will go with a Barnes dance.

Cheers  
Hjarne

Begin forwarded message:

**From:** Hjarne Poulsen  
**Date:** 11 March 2021 at 12:37:13 NZDT  
**To:** Roy Johnston  
**Subject:** Re: Mosgiel Pool - signalised intersection raised vs not raised

Hi Roy,

Agree with this, let's settle on raised at this stage. I'm in favour of making this a Barnes dance intersection.

Cheers  
Hjarne

On 10/03/2021, at 14:18, Roy Johnston wrote:

Hi Hjarne

I thought approach platforms on the highway would be problematic due to it being on the edge of town and expected elevated speeds. Thinking about it that may actually be a reason for having them on the highway approach, so shall we set the NZTA design requirement at this stage as platforms all round and the consultant can provide evidence if they believe they shouldn't be there.

Also I discussed the phasing for pedestrians/cyclists, does Council want to consider a Barnes dance?

It would be good to nail down the scope

Regards

Roy

**From:** Hjarne Poulsen  
**Sent:** Tuesday, 9 March 2021 2:39 PM  
**To:** Roy Johnston  
**Subject:** Mosgiel Pool - signalised intersection raised vs not raised

Hi Roy,

Keen to have a chat to you re. this intersection and whether we include it as a raised intersection or not. Stantec has currently shown it with raised crossings across the side roads – I don't agree with this, it should be either or.

Regards

Hjarne Poulsen  
**Transport Engineering and Road Safety Team Leader**  
**TRANSPORT**  
P 03 477 4000 | M 021 710 512 | E [hjarne.poulsen@dcc.govt.nz](mailto:hjarne.poulsen@dcc.govt.nz)  
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Transport Agency for information assurance purposes.

## Lauren McDonald

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**From:** Byfield, Jeremy <Jeremy.Byfield@stantec.com>  
**Sent:** Tuesday, 2 March 2021 10:45 a.m.  
**To:** Hjarne Poulsen  
**Cc:** Lilley, Susan; Lloyd, Stacey; Ware, Kerry; van der Weerden, Sam; Matthew Hartley  
**Subject:** RE: Mosgiel pool - bus stop location

Hi Hjarne,

I caught up with Roy this morning and discussed the latest plans. The current restriction caused by the Silverstream Bridge and barrier means a southbound right turn bay is going to be too far away from the standards. There does not appear to be any practical way of having a right turn bay at reasonable cost. Widening the bridge is presumably too costly to even consider.

Roy did suggest the possibility of allowing all three movements from the southern lane. In effect this is simply replicating what is there now. If we knew the number of vehicles that are turning right in to Eden Street this could be a consideration? From my perspective a dedicated right turn bay in this location could make the right turn less safe than it is now. By simply allowing the right turn we are not making the situation any worse than it is. A right turn ban could be implemented at a later date if found to be an issue but this could help with your consultation?

If a no right turn restriction is going to be implemented this will have to go through the formal NZTA consultation process, as will all of the no stopping lines that are part of this project.

Roy did request a few additional items –

- Advance cycle stop boxes. We had left this off the southbound approach on purpose due to the proximity of the bridge. Roy wants to see them on all four approaches.
- Full pedestrian protection is required. Roy is not averse to the idea of a Barnes Dance at this location
- Raised platform. I said we had this across the whole intersection then took it off and I am aware of negative feedback from Chris Harris and others at NZTA. Roy wants a 'story' as to why they are not required which I believe is relatively easy on SH87 due to the restricted visibility for southbound traffic and proximity to the bridge. It would appear that Roy would be happy not to have a raised platform on SH87 but he does want to see raised tables on the two side road approaches. These would have to be full width with the pedestrian crossing on top.

There is a bit more work there to accommodate Roy's requests. Are you happy that we get on with them?

Jeremy

---

**From:** Hjarne Poulsen  
**Sent:** Monday, March 1, 2021 2:18 PM  
**To:** Byfield, Jeremy  
**Cc:** Lilley, Susan  
**Subject:** RE: Mosgiel pool - bus stop location

Hi Jeremy,

Yes please see if you can catch Roy.

Its good to know there's an option of adding the RTB, albeit it will be less than the standard. The option is to run the consultation without the right turn bay and see what comes out of this – it may be no one cares too much (doubt it though).

Let me know once you have had a chat to Roy. .

Cheers  
Hjarne



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**From:** Byfield, Jeremy <Jeremy.Byfield@stantec.com>  
**Sent:** Monday, 1 March 2021 2:12 p.m.  
**To:** Hjarne Poulsen <Hjarne.Poulsen@dcc.govt.nz>  
**Cc:** Lilley, Susan <Susan.Lilley@stantec.com>  
**Subject:** FW: Mosgiel pool - bus stop location

Hi Hjarne,

I drafted an email to you on Friday about that but then went and had a look at the weekend. My unsent draft -

I have been playing around with trying to fit a southbound right turn bay in for Eden Street traffic. It can be done but it will be very short. Ideally the RTB would start to develop at the northern bridge abutment but we cannot start until the southbound abutment so lose about 30m just like that. With a 10m pocket from the limit line (set back 3m due to the cycle stop box) we really only have a 25m taper. At a 40km/h operating speed and 3m wide bay it should be 55 to 60m long.

The thing is, you would not want the southbound straight through lane to be in line with the northbound RTB so we have to offset the lane anyway which means the southbound RTB does kind of fit in. This is however going to need NZTA agreement to drop some way below minimum standards.

Is it ok for me to catch up with Roy on this and see what he thinks?

~~~~~

On a 2D plan it looks like a tight squeeze and a very short taper to introduce the width required. In 3D though when you take in to account the restriction caused by the Silverstream I don't believe this would be in any way safe at all. Other issues did come to light such as the rollover of the shoulder approaching the barrier for NBD traffic. If a SBD right turn bay did go in then NBD traffic would have to be pushed closer to the edge of the road and the barrier resulting in quite a rapid lateral lane shift to get back over the bridge. Given the relatively few people who are going to be disadvantaged by this right turn restriction I think the risk outweighs the benefits.

Susan sent you a very draft plan. Any comments at this stage? We can shorten the NBD right turn bay by around 5m, any more than that I think Roy needs to be involved to see what he is willing to accept.

Jeremy

**From:** Hjarne Poulsen <[Hjarne.Poulsen@dcc.govt.nz](mailto:Hjarne.Poulsen@dcc.govt.nz)>

**Sent:** Monday, March 1, 2021 1:54 PM

**To:** Lilley, Susan <[Susan.Lilley@stantec.com](mailto:Susan.Lilley@stantec.com)>; Matthew Hartley <[Matthew.Hartley@dcc.govt.nz](mailto:Matthew.Hartley@dcc.govt.nz)>

**Subject:** RE: Mosgiel pool - bus stop location

Forgot to ask, have you had a look if a right turn lane into Eden St is possible?

Cheers

Hjarne



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**From:** Lilley, Susan <[Susan.Lilley@stantec.com](mailto:Susan.Lilley@stantec.com)>

**Sent:** Monday, 1 March 2021 1:50 p.m.

**To:** Matthew Hartley <[Matthew.Hartley@dcc.govt.nz](mailto:Matthew.Hartley@dcc.govt.nz)>; Hjarne Poulsen <[Hjarne.Poulsen@dcc.govt.nz](mailto:Hjarne.Poulsen@dcc.govt.nz)>

**Subject:** Mosgiel pool - bus stop location

Hi Matt/Hjarne

Jeremy has provided the attached working drawing to understand options for the new urban bus stop location.

The bus stop on Gordon Street needs to be moved to accommodate the intersection. Two future locations are proposed, either at.

- 220 Gordon Road - approx. 60 m (south) from the signalised pedestrian crossing. This distance is due to the length of the right turn bay into the Mosgiel Pool.
- On Eden Street along 228 Gordon Road's northern boundary. This is approx. 10 m from the intersection, so nearer to the current bus stop and the pedestrian crossing to the pool

**Hjarne** - the 60 m no stopping lines on Gordon Road could be shortened (to bring the bus stop closer to its current location) if the right turn bay length was reduced.

Do you have a preference for the bus stop location?

Will DCC consult with ORC on this location, or would you like us to contact them?

Look forward to hearing from you?

.S

**Susan Lilley**

Project Transportation Planner

Dunedin





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**From:** Byfield, Jeremy <[Jeremy.Byfield@stantec.com](mailto:Jeremy.Byfield@stantec.com)>

**Sent:** Monday, March 1, 2021 1:32 PM

**To:** Lilley, Susan <[Susan.Lilley@stantec.com](mailto:Susan.Lilley@stantec.com)>

**Subject:** Mosgiel pool latest drawing

Current iteration.

## Lauren McDonald

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**From:** Roy Johnston <Roy.Johnston@nzta.govt.nz>  
**Sent:** Monday, 1 March 2021 03:24 p.m.  
**To:** Hjarne Poulsen  
**Cc:** Matthew Hartley  
**Subject:** RE: Mosgiel Pool - Gordon Road Junction/Highway Design

I would say you are consulting on behalf of the DCC and NZTA as we will end up owning it.

**From:** Hjarne Poulsen  
**Sent:** Monday, 1 March 2021 2:10 PM  
**To:** Roy Johnston  
**Cc:** Matthew Hartley  
**Subject:** RE: Mosgiel Pool - Gordon Road Junction/Highway Design

Thanks Roy,

Safety audits will be part of the process as will the review from WTOC on the detailed design and CIS.  
In terms of the consultation, do NZTA want to be part of the "naming" here or should we solely use DCC?

Cheers  
Hjarne



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**From:** Roy Johnston <[Roy.Johnston@nzta.govt.nz](mailto:Roy.Johnston@nzta.govt.nz)>  
**Sent:** Monday, 1 March 2021 2:07 p.m.  
**To:** Hjarne Poulsen <[Hjarne.Poulsen@dcc.govt.nz](mailto:Hjarne.Poulsen@dcc.govt.nz)>  
**Cc:** Matthew Hartley <[Matthew.Hartley@dcc.govt.nz](mailto:Matthew.Hartley@dcc.govt.nz)>  
**Subject:** RE: Mosgiel Pool - Gordon Road Junction/Highway Design

Hi Hjarne

We would want to work through the normal signalised intersection design acceptance process for an NZTA site. This would require review by WTOC and a safety audit.

We may need an outline plan or waiver as part of the process.

Prior to construction we will have to sort the authority to work on the highway and TMP.

Regards  
Roy

**From:** Hjarne Poulsen <[Hjarne.Poulsen@dcc.govt.nz](mailto:Hjarne.Poulsen@dcc.govt.nz)>  
**Sent:** Monday, 1 March 2021 11:03 AM

**To:** Roy Johnston <[Roy.Johnston@nzta.govt.nz](mailto:Roy.Johnston@nzta.govt.nz)>  
**Cc:** Matthew Hartley <[Matthew.Hartley@dcc.govt.nz](mailto:Matthew.Hartley@dcc.govt.nz)>  
**Subject:** RE: Mosgiel Pool - Gordon Road Junction/Highway Design

Hi Roy,

Can you give me a call sometime today to discuss this please.

Cheers  
Hjarne



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CITY COUNCIL | a-rohe o  
| Ōtepoti

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**From:** Hjarne Poulsen  
**Sent:** Thursday, 25 February 2021 3:06 p.m.  
**To:** 'Roy Johnston' <[Roy.Johnston@nzta.govt.nz](mailto:Roy.Johnston@nzta.govt.nz)>  
**Cc:** Matthew Hartley <[Matthew.Hartley@dcc.govt.nz](mailto:Matthew.Hartley@dcc.govt.nz)>  
**Subject:** FW: Mosgiel Pool - Gordon Road Junction/Highway Design

Hi Roy,

We're progressing the design for the Mosgiel Pool signalised intersection. See below. We have engaged Stantec to do the designs.

After the MCA we have settled on the 4 way intersection as being the best option.

Can you let me know how NZTA want to be involved from here on please.

Cheers  
Hjarne

**From:** Matthew Hartley <[Matthew.Hartley@dcc.govt.nz](mailto:Matthew.Hartley@dcc.govt.nz)>  
**Sent:** Thursday, 25 February 2021 12:25 p.m.  
**To:** Hjarne Poulsen <[Hjarne.Poulsen@dcc.govt.nz](mailto:Hjarne.Poulsen@dcc.govt.nz)>; Andrea Crawford <[Andrea.Crawford@dcc.govt.nz](mailto:Andrea.Crawford@dcc.govt.nz)>; Karilyn Canton <[Karilyn.Canton@dcc.govt.nz](mailto:Karilyn.Canton@dcc.govt.nz)>  
**Cc:** Robert West <[Robert.West@dcc.govt.nz](mailto:Robert.West@dcc.govt.nz)>; Scott MacLean <[Scott.MacLean@dcc.govt.nz](mailto:Scott.MacLean@dcc.govt.nz)>; John Brenkley <[John.Brenkley@dcc.govt.nz](mailto:John.Brenkley@dcc.govt.nz)>  
**Subject:** Mosgiel Pool - Gordon Road Junction/Highway Design

Hi All,

As follow-up to Monday's meeting re. Mosgiel Pool – Gordon Road Junction/Highway Design I thought it would be useful to confirm outputs and potential next steps.

- A single concept option has been determined. This is the 4-way intersection (attached for clarity/confirmation).
- The determined option will now be developed to a detailed concept level which will be used to support engagement activity.
- Engagement activity to comprise a letter drop (on DCC letterhead) to affected parties and website content (the latter if deemed necessary). I am currently working to determine who are considered 'affected parties'.

- Intent of the engagement activity is to inform. Based on discussions at the meeting my understanding is that this is all that is required from a 'consultation' perspective and fulfils any relevant legal obligations.

In terms of dates for engagement there is one other item that needs to be considered. This is the intention to share a number of visuals, the design layout, and construction phase layout with the Trust (in advance of a presentation to them on 10 March). These will be shared in confidence but, given the nature of these items and aligning to the junction design engagement, it may make sense to release this information more widely.

As a result below is a draft suggested schedule of when communications could potentially occur (with exception of final two items re. presentations that are confirmed).

| Date     | Activity                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3 March  | - Provide facility visuals and design layout to the Trust (this is a week in advance of presentation and will assist from a stakeholder perspective)                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 8 March  | <ul style="list-style-type: none"> <li>- Visit (door knock) affected parties (in the context of junction design) and pass to them the letters prepared for the purposes of engagement (informing them re. junction design).</li> <li>- Identify those affected parties that would benefit from additional information and being informed as to facility design and construction works layout. Include this as part of door knock discussions (and potentially a hand out?).</li> <li>- Provision of info/discussions with other stakeholders (namely thinking sports clubs given recent comms received).</li> </ul> |
| 9 March  | - Release media statement providing info as to facility visuals, design layout, construction phase layout, and junction design.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 10 March | - Presentation to the Trust.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 16 March | - Presentation to the Community Board (not a public event).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

Andrea – I've noted that you are on leave from 1 to 12 March and you mentioned that another comms advisor could be assigned. Flagging this as dates above do conflict somewhat and I want to make sure we have necessary resources to support.

Appreciate that this may need further discussion (and I may have missed some items) but hopefully the above helps in steering us in the right direction.

Any comments/input would be appreciated.

Thanks,  
Matt

Matthew Hartley  
**PROJECT MANAGER**  
**MAJOR PROJECTS PROGRAMME**

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## Lauren McDonald

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**From:** Hjarne Poulsen  
**Sent:** Monday, 25 January 2021 03:26 p.m.  
**To:** Matthew Hartley; Andrea Crawford  
**Cc:** Robert West; Scott MacLean  
**Subject:** RE: Mosgiel Pool - Highway Design

Hi both,

I had a talk to Waka Kotahi today re. what consultation requirements they have, its basically as per what we normally do for comms. What we will need to decide is the extent of letterdrops etc. as we will be changing the Gordod/Eden intersection to left in and out. Timewise, they had now requirement.

Part of the Stantec contract will be for them to assist with engagement and comms, this will include preparing plans for the public.

Cheers  
Hjarne

**From:** Matthew Hartley  
**Sent:** Monday, 25 January 2021 3:06 p.m.  
**To:** Andrea Crawford  
**Cc:** Robert West ; Scott MacLean ; Hjarne Poulsen  
**Subject:** RE: Mosgiel Pool - Highway Design

Hi Andrea,

Attached are the two concepts that are to be developed. Consultation will be undertaken concurrently before selecting one of the options.

Hjarne is leading on this from DCC Transport side and is already in dialogue with NZTA. Overall, DCC are undertaking the work on behalf of NZTA and to fulfil their requirements.

Hjarne and myself are meeting with Stantec on Wednesday this week and I will then be able to revert back on likely dates when consultation (letter drop) may take place.

Keen to stick to requirements of comms plan and have Rob approve any external comms (with input from Irene – in this case it may be as simple as at least keeping her in the loop out of courtesy). It'll be useful to hear from Rob and Scott as to their thoughts on the nature of the comms that needs to go out in advance of any consultation.

Cheers,  
Matt

**From:** Andrea Crawford <[Andrea.Crawford@dcc.govt.nz](mailto:Andrea.Crawford@dcc.govt.nz)>  
**Sent:** Monday, 25 January 2021 1:50 p.m.  
**To:** Matthew Hartley <[Matthew.Hartley@dcc.govt.nz](mailto:Matthew.Hartley@dcc.govt.nz)>  
**Subject:** RE: Mosgiel Pool - Highway Design

OK thanks Matt. For comms on the road changes for Gordon Rd we'll need to prepare a simple design. It would be good to discuss soon the details of proposed changes and to see the design (to work out how much work Marketing will need to do to simply it). Also, just wondering, as this is a state highway, we would be responsible for consultation or NZTA?

Cheers,

Andrea

**From:** Matthew Hartley <[Matthew.Hartley@dcc.govt.nz](mailto:Matthew.Hartley@dcc.govt.nz)>

**Sent:** Monday, 25 January 2021 12:37 p.m.

**To:** Robert West <[Robert.West@dcc.govt.nz](mailto:Robert.West@dcc.govt.nz)>; Scott MacLean <[Scott.MacLean@dcc.govt.nz](mailto:Scott.MacLean@dcc.govt.nz)>; Andrea Crawford <[Andrea.Crawford@dcc.govt.nz](mailto:Andrea.Crawford@dcc.govt.nz)>

**Cc:** Hjarne Poulsen <[Hjarne.Poulsen@dcc.govt.nz](mailto:Hjarne.Poulsen@dcc.govt.nz)>

**Subject:** Mosgiel Pool - Highway Design

Hi folks,

This email is an initial heads up and to flag an upcoming need re. comms related to the Mosgiel Pool project.

As part of the project we will be progressing some design work for the adjacent Gordon Road junction. There are going to be some obvious significant changes (signalised junction, restricted turning etc.).

**The key item that I am flagging at this stage is that there will be a need to undertake some consultation in the form of a letter drop to affected residents.**

Stantec are imminently to be engaged to undertake the design work and the consultation. The letter drop will not take place until approved to proceed by DCC but wanted to make you aware and to canvas opinion as to any front footing of comms that we may wish to undertake?

Happy to discuss as needed but any thoughts would be appreciated.

Andrea – there is the wider item of needing to update the comms plan and to talk through some of the likely comms over the next few months. I'll put some time in the calendar for later this week.

Cheers,  
Matt

Matthew Hartley  
**PROJECT MANAGER**  
**MAJOR PROJECTS PROGRAMME**

**P** 03 477 4000 | **M** 021 562 538 | **E** [matthew.hartley@dcc.govt.nz](mailto:matthew.hartley@dcc.govt.nz)

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## Lauren McDonald

---

**From:** Hjarne Poulsen  
**Sent:** Friday, 23 October 2020 08:48 a.m.  
**To:** Matthew Hartley  
**Subject:** RE: Mosgiel Pool - Transport Concepts  
**Attachments:** Mosgiel pool signals options.pdf; Mosgiel pool signals discussion.pdf

Hi Matt,

Attached is the possible options, as discussed option 1 and 4 should be priced up.  
Also attached is a wee breakdown of things that we believe needs to be included in the works.

Cheers  
Hjarne

**From:** Matthew Hartley  
**Sent:** Thursday, 22 October 2020 5:06 p.m.  
**To:** Hjarne Poulsen  
**Subject:** Mosgiel Pool - Transport Concepts

Hi Hjarne,

Thanks for input thus far and great to see where we have progressed to.

When you get chance if you could send through the two concepts we wish to progress that would be great. I'll pass these on to the QS to derive related cost estimates.

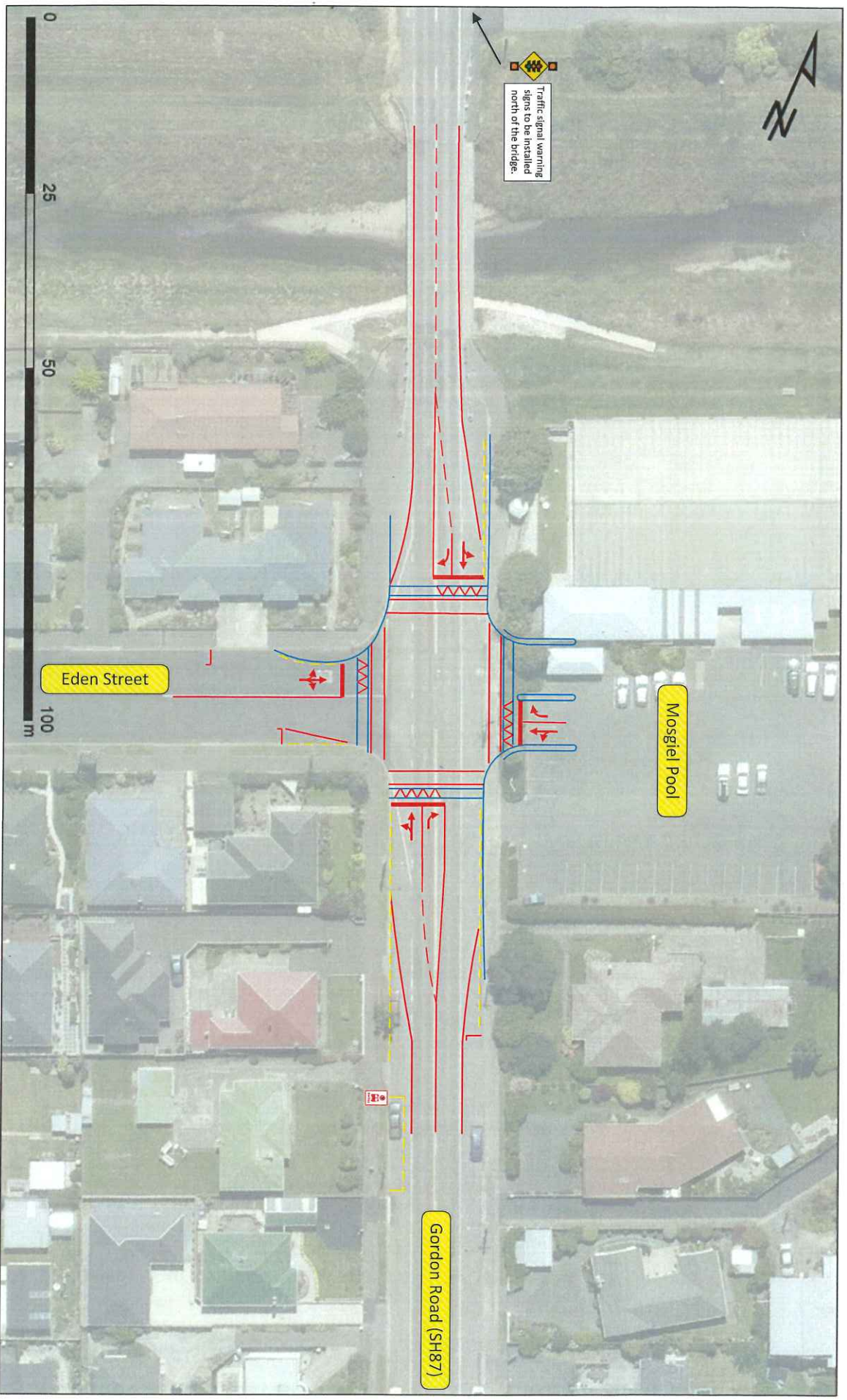
Keep me posted on further dialogue with the NZTA.

Cheers,  
Matt

Matthew Hartley  
**PROJECT MANAGER**  
**MAJOR PROJECTS PROGRAMME**

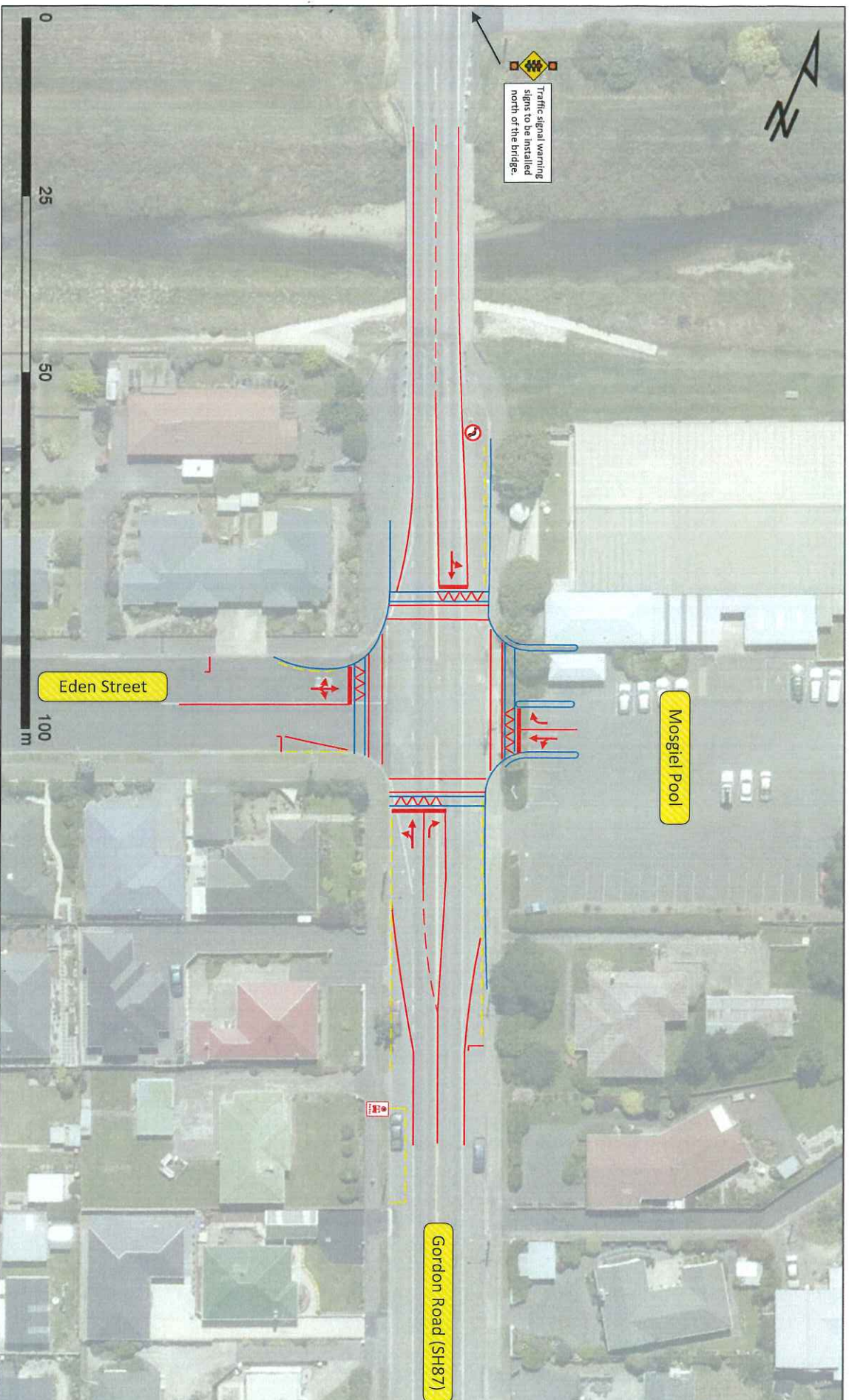
**P** 03 477 4000 | **M** 021 562 538 | **E** [matthew.hartley@dcc.govt.nz](mailto:matthew.hartley@dcc.govt.nz)  
Dunedin City Council, 50 The Octagon, Dunedin  
PO Box 5045, Dunedin 9054  
New Zealand  
[www.dunedin.govt.nz](http://www.dunedin.govt.nz)

# Mosgiel Pool Signals (Gordon Road | Eden Street) : Option 1



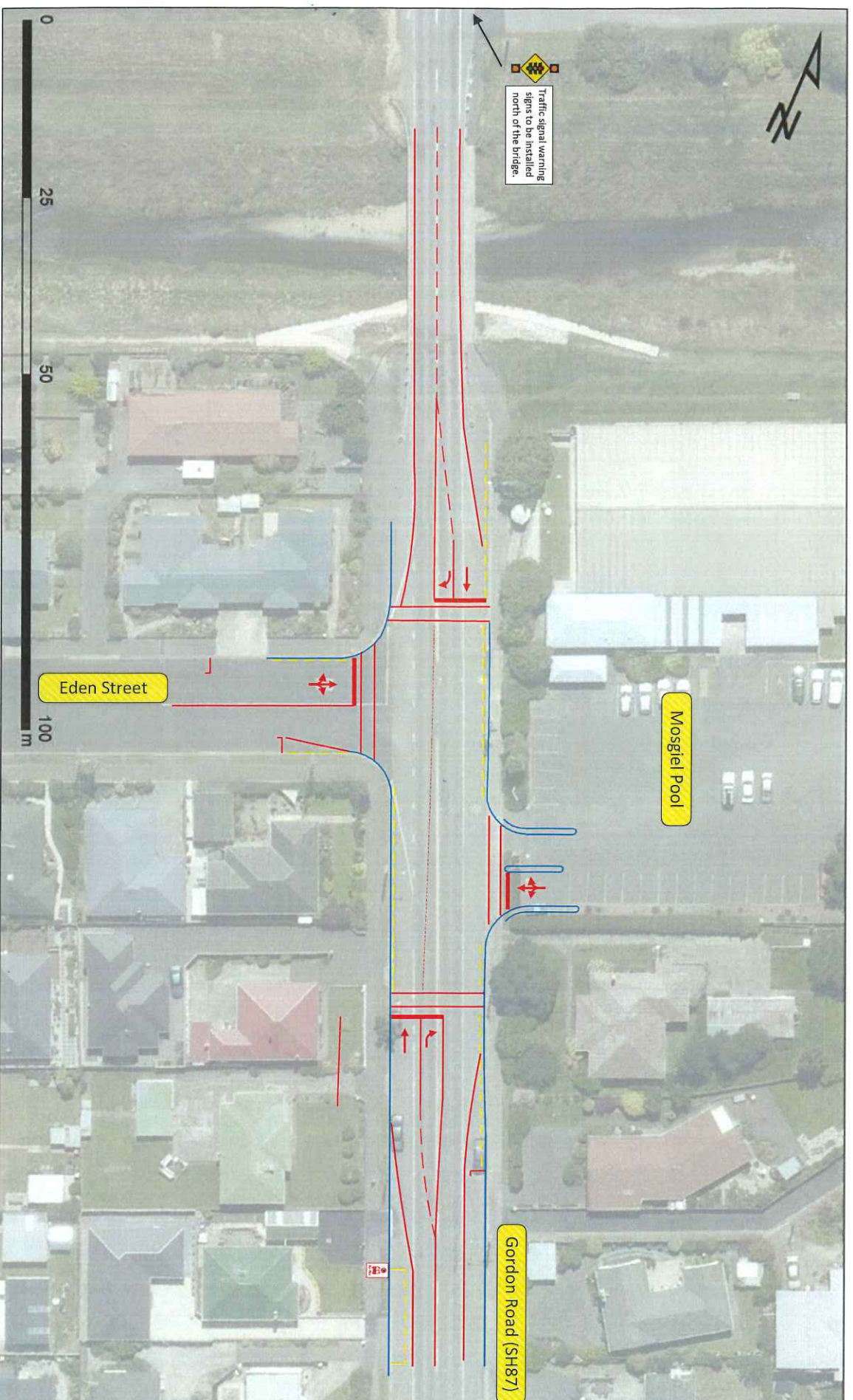


# Mosgiel Pool Signals (Gordon Road | Eden Street) : Option 2



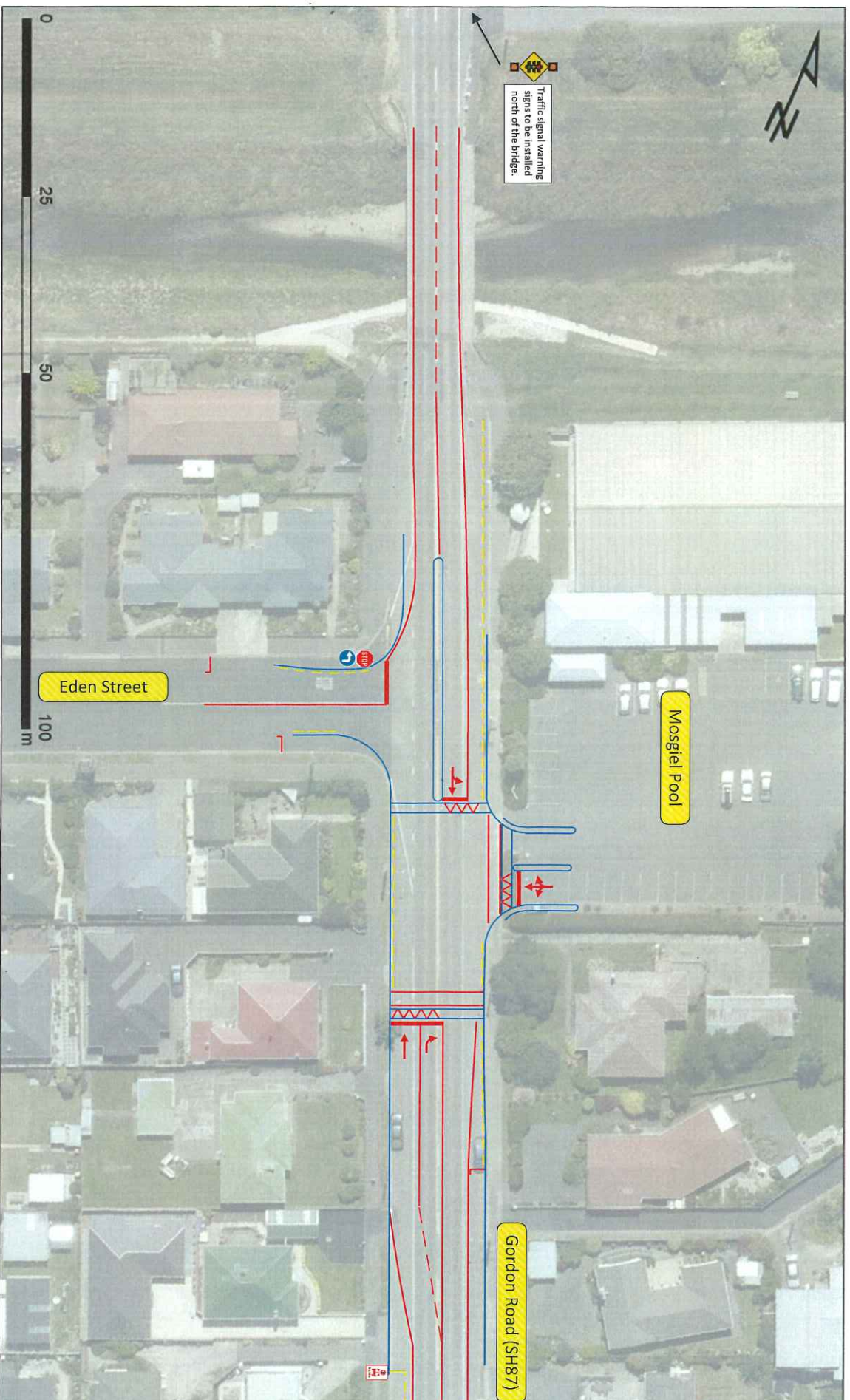


# Mosgiel Pool Signals (Gordon Road | Eden Street) : Option 3





# Mosgiel Pool Signals (Gordon Road | Eden Street) : Option 4



## Mosgiel Pool Traffic Signals (Gordon Road | Eden Street)

There are several potential issues with implementing traffic signals at the intersection, including:

- Gordon Road is part of State Highway 87. NZTA will need to approve the final design.
- It is close to a change of speed limit. SH87 north of the intersection has a speed limit of 80km/h which changes to 50km/h approximately 120m from the intersection.
- The intersection is on one side of a narrow bridge, the bridge is two lanes (one in each direction) and there is no scope to widen it.
- The bridge rises as it crosses the Silver Stream creating a crest between the change of speed limit and the intersection.
- The intersection is part of the Mosgiel West bus route. Buses drive north along Gordon Road and turn left into Eden Street.
- There are a lot of overhead power lines on Gordon Road and Eden Street. Ideally these will be undergrounded but that may not be affordable. At least one, possibly two could block visibility of signal lanterns. One is in the middle of where the pool car park entry/exit would be for a T intersection.
- The camber of Gordon Road is a concern, the road slopes down towards the edge which may affect potential layouts.
- There are three driveways on the south side of the intersection, two opposite the existing car park entrance / exit and one adjacent. These will be within any proposed intersection and will be a potential safety danger.

These issues would need to be carefully considered. Some potential solutions include:

- Active traffic signal warning signs on SH87 north of the intersection.
- Change of speed signs could be moved further away from the intersection to give motorists more time to slow down. Potentially use some other form of speed reduction (driver feedback signs, thresholds (different road surface), narrowing lanes etc) to ensure speed is reduced to 50km/h before crossing the bridge.
- The intersection could be raised so that vehicles can be comfortably driven over at 50km/h.
- A mast arm pole could be used on the north side of the intersection so that the signals are visible to drivers approaching the bridge.
- A topo survey to ascertain levels and practicality of adding through lanes.

Four options have been designed and tested.

### Option 1 T intersection:

- Simple layout, allows full movements within the intersection.
- Requires a new entrance to be constructed at the pool car park.
- Requires a power pole to be moved.
- If the intersection is raised this will reduce the length of the right turn pocket at the north end of Gordon Road.

### Option 2 T intersection with No Right Turn into Eden Street:

- Banning the right turn would simplify the intersection for vehicles approaching for the north, reducing the need to change direction to go straight.
- Right turn ban would be by way of signs. There is likely to be some drivers that do not comply and turn anyway, whether intentionally by ignoring the signs or by not seeing them.
- Requires a new entrance to be constructed at the pool car park.
- Requires a power pole to be moved.

### Option 3 Offset T:

- Utilises the existing car park entry / exit, although this would need to be widened.
- Due to the offset nature the Eden Street and pool car park entrance/exit roads would be split phased.
- More parking would need to be removed.
- Would not be able to be raised, due to the size and offset arrangement.

### Option 4 Offset T with No Right Turn into Eden Street:

- Right turns from Gordon Road into Eden Street and Eden Street into Gordon Road would be removed by building a solid median strip on Gordon Road. This will ensure full compliance.
- This may be unpopular with local residents. The road layout in the area is a grid so alternative options are available (using Tyne Street and Forth Street).
- Intersection could be raised to ensure appropriate speeds.



### Assumptions:

- The pool car park will be designed to allow a bus to enter and turn around on-site.
- All options require some parking to be removed. The amount is dependent on which intersection option is chosen.
- NZTA will take possession of the signals and will pay for ongoing maintenance.
- The bus route will not be changed to exclude Eden Street. This removes the option to close Eden Street at Gordon Road.
- The current bus stop on Gordon Road will be shifted south. The distance will be different depending on which intersection option is chosen.

### Conclusions:

- All four options would enable safe and efficient entry and exit to the pool car park.
- Options 2 and 4 are the best for minimising adverse effects on vehicles travelling along Gordon Road (not turning into the pool or Eden Street).
- Option 4 is recommended as the best option.

## Site Photos

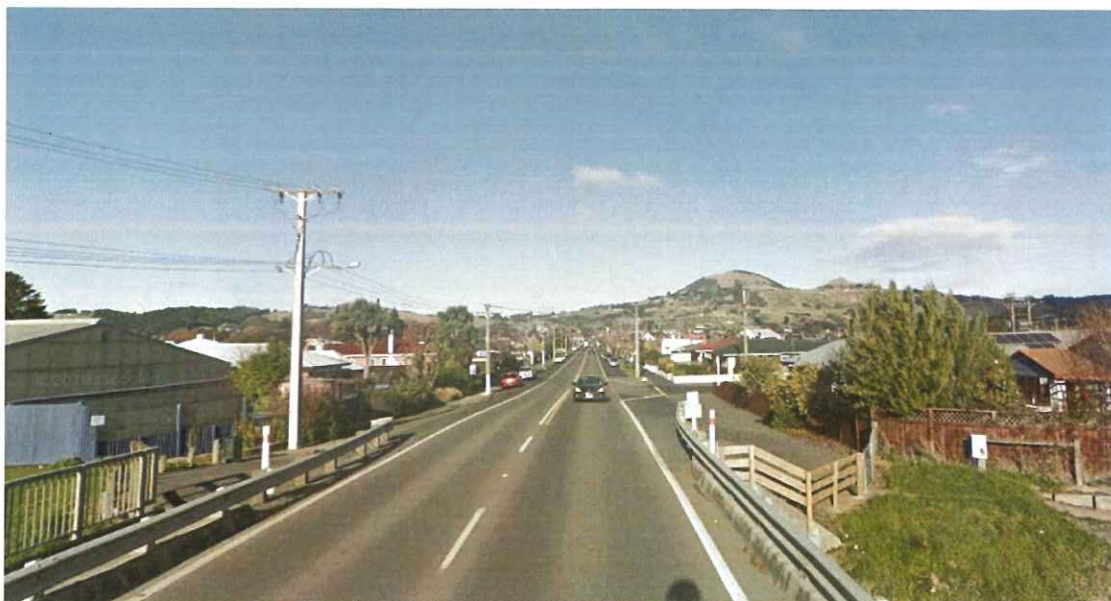
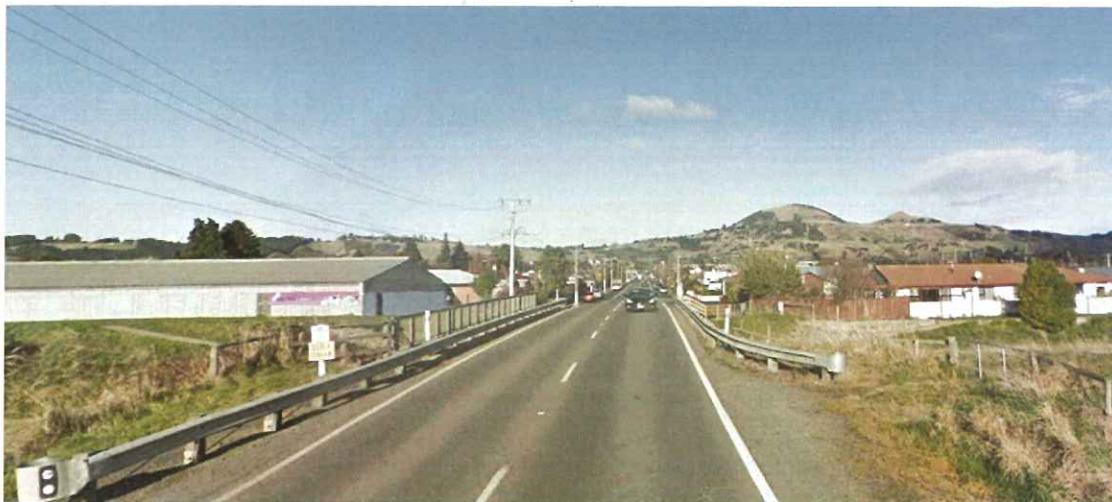
Gordon Road heading north:



Eden Street heading east:



Gordon Road heading south:





## Tracking Curves

Group Vehicles By:

☐ Library    ☐ Region  
☐ Class    ☒ Country  
☐ # of Parts    ☐ No Group  
☐ Recent    5

New Zealand  
 Norway  
 Peru  
 Philippines  
 Poland  
 Romania  
 Russia  
 Slovakia  
 Slovenia  
 South Africa

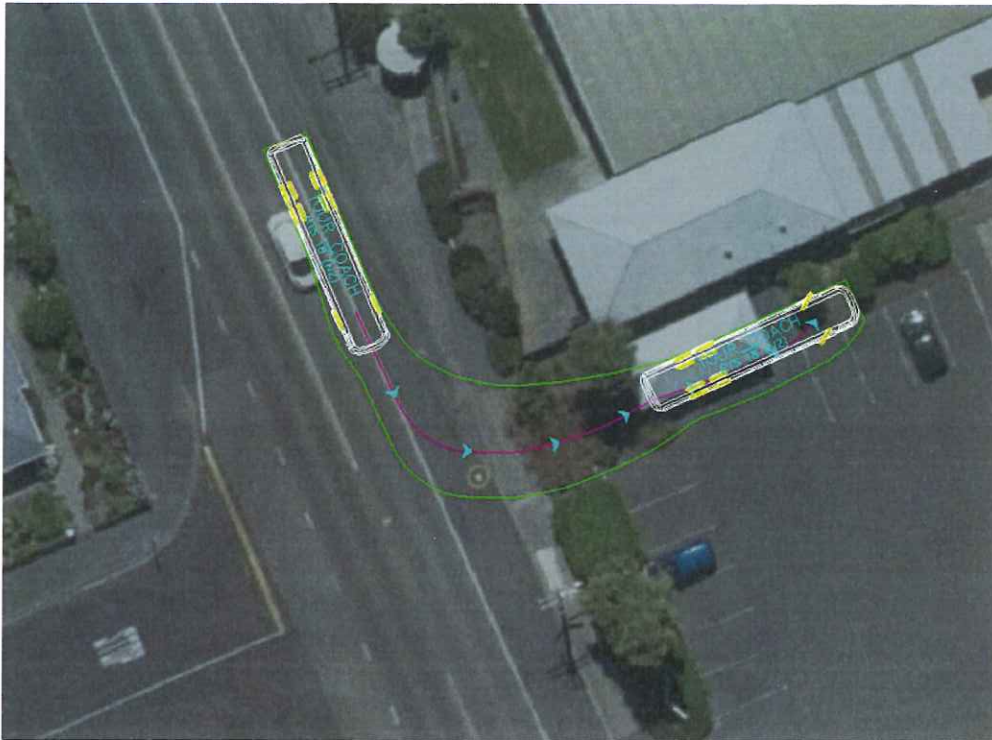
Units: meters

| Library       | Vehicle Name    | Class       | Region         | Lock | # Parts | Length | Wheelbase | Trailer Len. |
|---------------|-----------------|-------------|----------------|------|---------|--------|-----------|--------------|
| RTS 18 (NZ)   | LARGE RIGID ... | Commer...   | Australia &... | 41.6 | 1       | 11.50  | 7.10      | N/A          |
| RTS 18 (NZ)   | MEDIUM RIG...   | Commer...   | Australia &... | 37.3 | 1       | 8.00   | 5.00      | N/A          |
| RTS 18 (NZ)   | SEMI-TRAILER    | Transpor... | Australia &... | 24.1 | 2       | 17.91  | 4.40      | 14.11        |
| RTS 18 (NZ)   | TOUR COACH      | Bus         | Australia &... | 44.2 | 1       | 12.60  | 6.93      | N/A          |
| NEW ZEALAN... | 8M-TRUCK        | Commer...   | Australia &... | 37.3 | 1       | 8.00   | 5.00      | N/A          |
| NEW ZEALAN... | 11M-TRUCK       | Commer...   | Australia &... | 37.4 | 1       | 11.00  | 6.55      | N/A          |

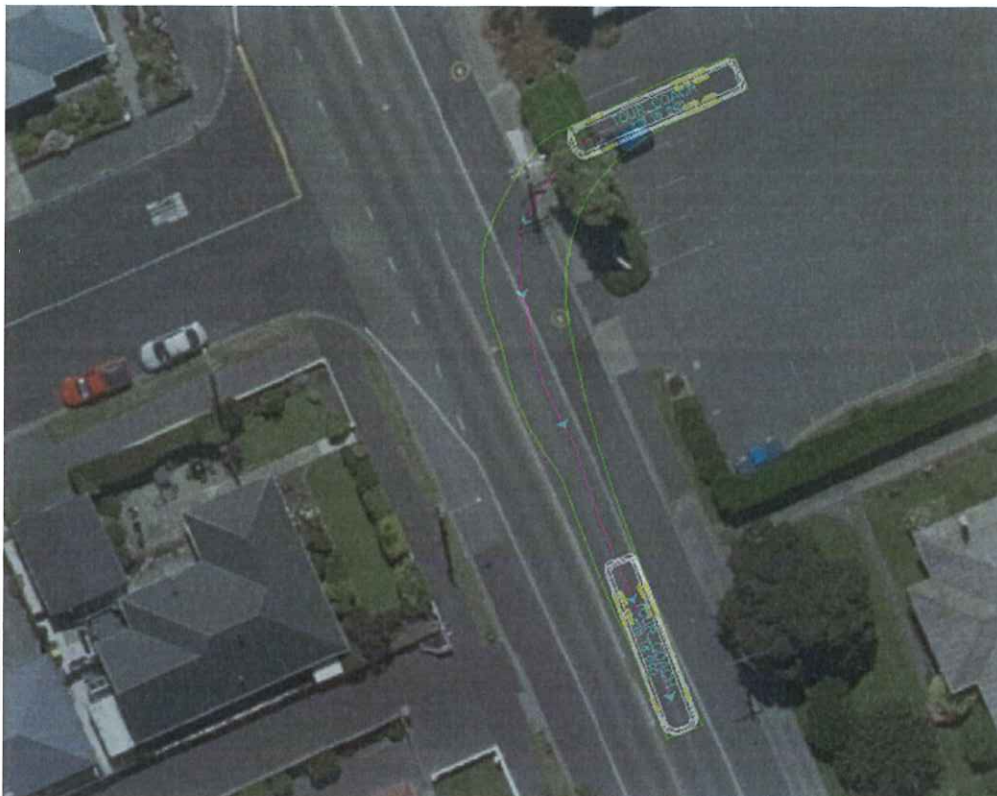
Tracking curves were run for options 1 and 4, using a 12.6m tour coach.

Option 1:

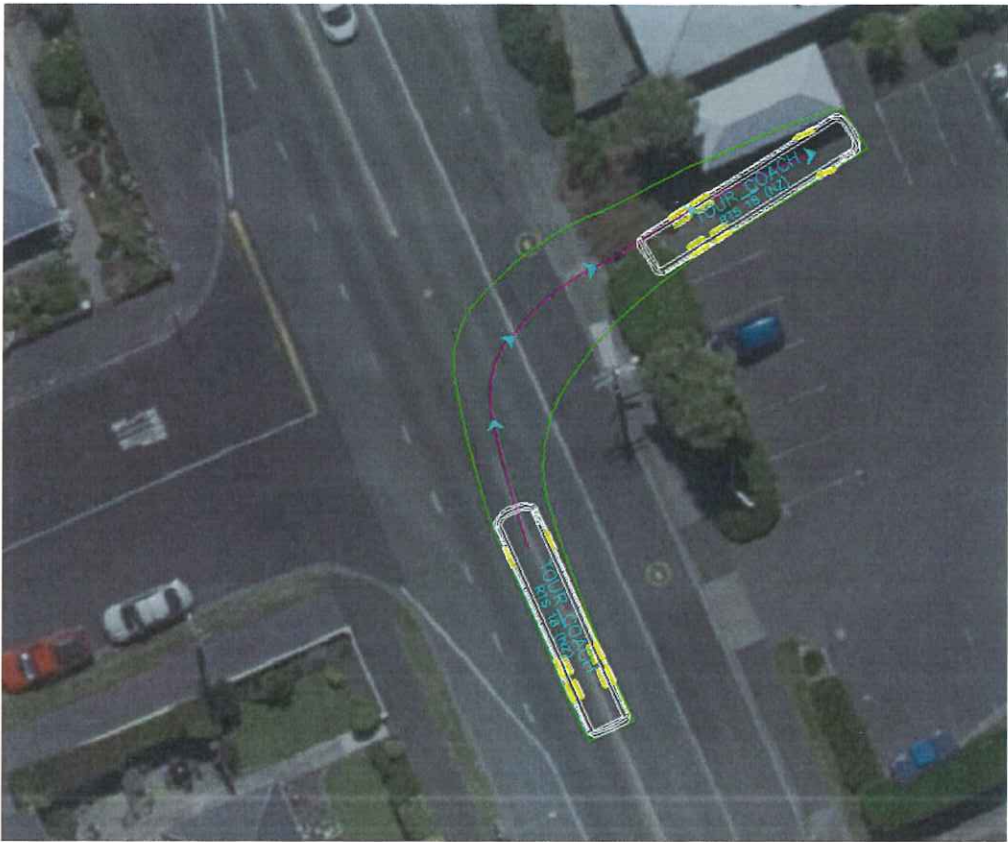
South bound left turn in to the car park:



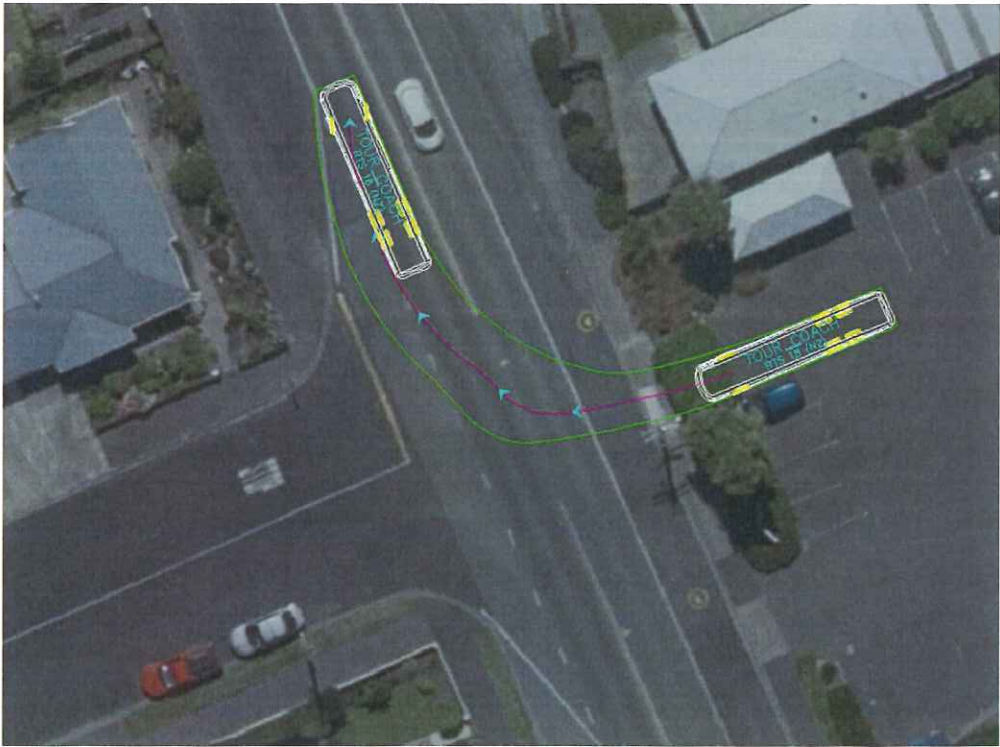
South bound left turn out of the car park:



North bound right turn in to the car park:



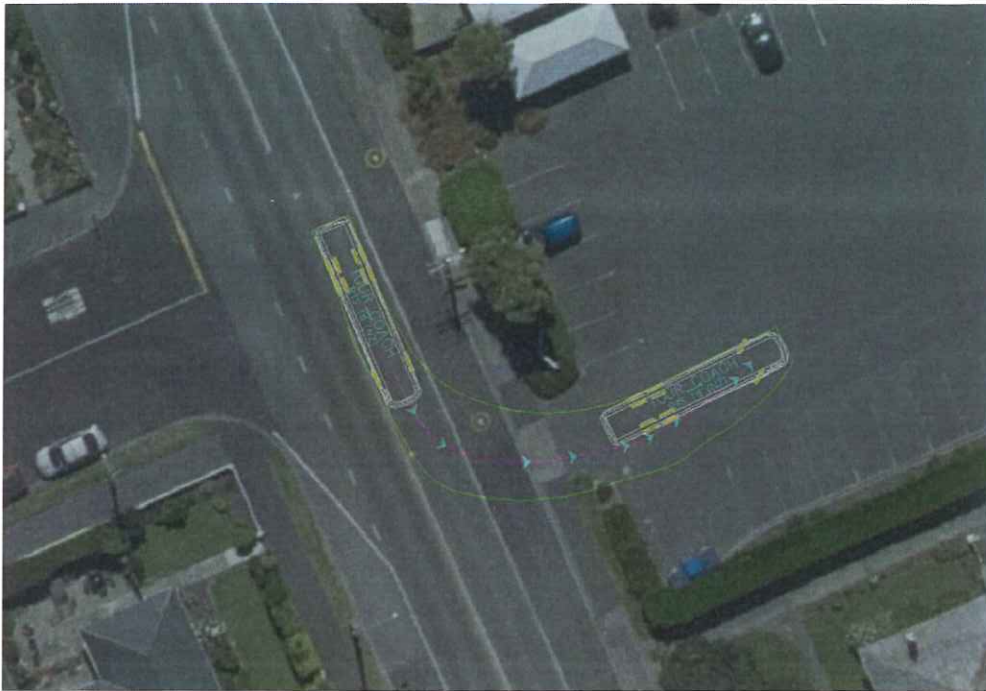
North bound right turn out of the car park:



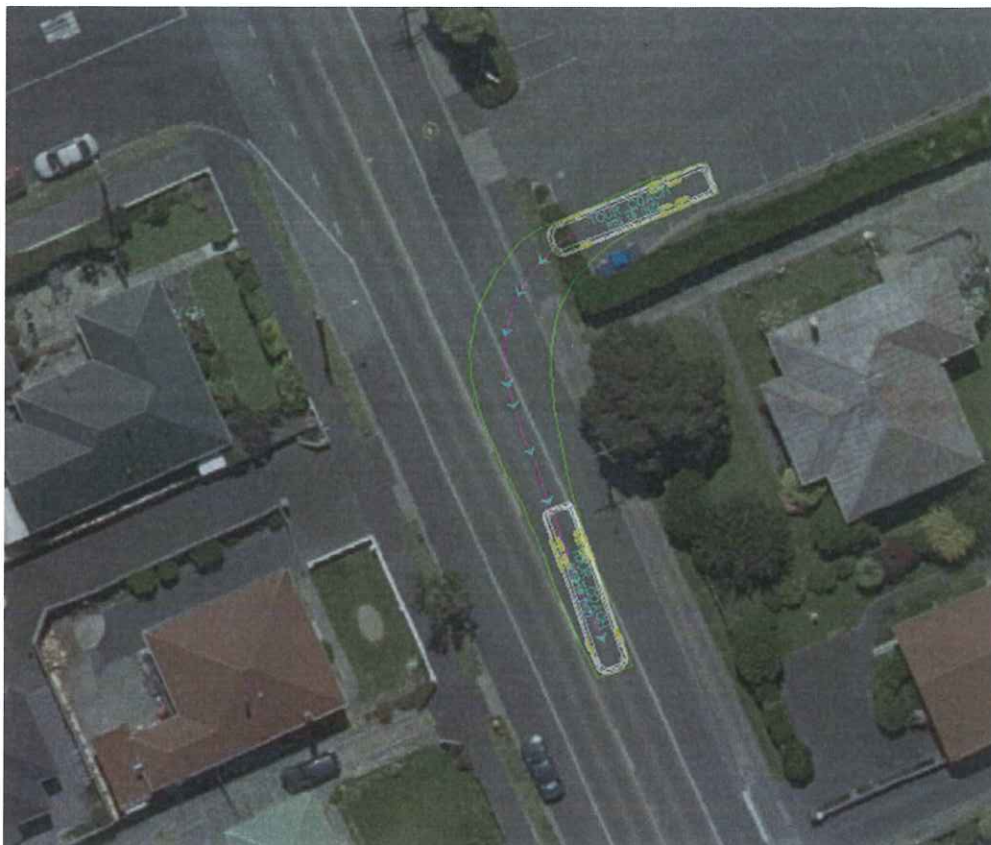


Option 4:

South bound left turn in to the car park:



South bound left turn out of the car park:



North bound right turn in to the car park:



North bound right turn out of the car park:



**Lauren McDonald**

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**From:** Hjarne Poulsen  
**Sent:** Tuesday, 22 September 2020 02:30 p.m.  
**To:** Matthew Hartley  
**Subject:** RE: Mosgiel Pool signals design and notes

Hi Matt,

I would say your choice of wording re. that concept is rather kind, if my graduate had come up with that I would have to seriously question his skills.

Anyway, we're progressing some concepts for this and will have something hopefully by the end of the week. For all options we will include bus stops on Gordon and ensure that buses can access and egress the pool.

The options will cover:

1. 4 way signals with Eden St
2. Off Set Tee signals – to check if the pool driveway can be located at the southern border – I would imagine this would be the least favourable intersection from our pov.
3. 4 leg roundabout

Cheers  
Hjarne

-----Original Message-----

**From:** Matthew Hartley  
**Sent:** Tuesday, 22 September 2020 1:25 p.m.  
**To:** Hjarne Poulsen  
**Subject:** FW: Mosgiel Pool signals design and notes

Passing this on directly. As discussed I am not too impressed in that we are getting a drawing that is not aligned with what the NZTA have stipulated. I thought it was pretty clear that the NZTA wanted a four way signalled junction with the entranceway to the car park directly opposite Eden Street.

As discussed I am going to close out Avanzar's input at this point and we will produce 2x concepts in-house with the project QS to develop cost estimates for each (I may even explore FH providing quotes).

Can you let me know who I need to work with in-house in developing the concepts?

Cheers,  
Matt

-----Original Message-----

**From:** Antoni Facey <antoni@avanzar.co.nz>  
**Sent:** Wednesday, 16 September 2020 11:19 a.m.  
**To:** Matthew Hartley <Matthew.Hartley@dcc.govt.nz>  
**Subject:** FW: Mosgiel Pool signals design and notes

Hi Matt

I put together a concept sketch for the signals at the Eden St intersection but wasn't happy with it. Dave has put these sketches together which still has compromises. Im not sure where the site plan he has shown came from but it

is very non compliant. I was hoping to discuss these with you before I sent them but I have a meeting at 1 pm so you can have a look now and we can discuss them later.

Regards

Antoni Facey  
BE (Civil), CMEngNZ, IntPE(NZ), APEC Engineer

Offices in Christchurch and Timaru

-----Original Message-----

From: David Wanty <david@transportconsultant.co.nz>  
Sent: Tuesday, 15 September 2020 4:03 PM  
To: Antoni Facey <antoni@avanzar.co.nz>  
Subject: Mosgiel Pool signals design and notes

Hi Antoni,

Some comments

- 1 You should add a caveat to this design - e.g. preliminary, not yet subjected to Road Safety Audit - no capacity assessment.
- 2 Dashed black indicate optional sig cyclist crossing alongside ped crossing (currently law change has not proceeded to dispense with this need)
- 3 Cycle advance boxes indicative
- 4 Accessible (disabled/mobility) parking looks like will be well away from main foyer entrance based  
(with original LILO unsignalised design could perhaps provide two on-street or several just inside the site left of entry)
- 4b I've added from Principal's Requirements Tender Stage 1 Appendix A Reference Floor Plan (25x20 main pool)
- 5 Shared path shown being developed from the bridge abutment to edge of pool portion of the site (NZTA paying). Need new kerbing given existing kerb quite a bit lower than road
- 6 Allowed for a service vehicle (for the aeration station) cum bus stop layby (perhaps for school buses or school vans and P10).
- 7 If were to have signals ped scramble phase then you would add cutdown on the pool side for diagonal crossing from the Eden St corner
- 8 My scaling is approximate - I suggest that you should add a Not To Scale warning
- 9 Signs and Street lighting changes not shown, tracking path for bus turning left out of site should be checked
- 10 \_\_\_\_\_

Dave, 15/9/2020 4 pm

Your message is ready to be sent with the following file or link attachments:

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.



## Lauren McDonald

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**From:** Hjarne Poulsen  
**Sent:** Tuesday, 8 September 2020 02:06 p.m.  
**To:** Matthew Hartley; Antoni Facey  
**Subject:** RE: Mosgiel Pool

Hi Matt and Antoni,

Feedback from NZTA:

*Based on the information provided by Council and a review of the Eden St sight distance the NZTA require the access to be opposite Eden St in the form of a safe system compliant signalised intersection to cater for all modes.*

Concept plans will need to be done for this.

Cheers  
Hjarne

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**From:** Matthew Hartley  
**Sent:** Wednesday, 2 September 2020 10:50 a.m.  
**To:** Hjarne Poulsen  
**Cc:** Antoni Facey  
**Subject:** RE: Mosgiel Pool

Hi Hjarne,

Hoping that Ohau got some of the snow and you've found some time to get out.....

Any chance of a further follow-up to NZTA?

On a related note. It is interesting to read Roy's note as to sight distance measures. I do wonder whether this may offer an opportunity for dialogue around funding as a result of these measurements indicating that issues already exist?

Cheers,  
Matt

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**From:** Roy Johnston <[Roy.Johnston@nzta.govt.nz](mailto:Roy.Johnston@nzta.govt.nz)>  
**Sent:** Monday, 24 August 2020 4:49 p.m.  
**To:** Hjarne Poulsen <[Hjarne.Poulsen@dcc.govt.nz](mailto:Hjarne.Poulsen@dcc.govt.nz)>  
**Cc:** Matthew Hartley <[Matthew.Hartley@dcc.govt.nz](mailto:Matthew.Hartley@dcc.govt.nz)>  
**Subject:** RE: Mosgiel Pool

Hopefully this week. I am waiting for sight distance measures which they were doing friday

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**From:** Hjarne Poulsen <[Hjarne.Poulsen@dcc.govt.nz](mailto:Hjarne.Poulsen@dcc.govt.nz)>  
**Sent:** Friday, 21 August 2020 8:43 AM  
**To:** Roy Johnston <[Roy.Johnston@nzta.govt.nz](mailto:Roy.Johnston@nzta.govt.nz)>  
**Cc:** Matthew Hartley <[Matthew.Hartley@dcc.govt.nz](mailto:Matthew.Hartley@dcc.govt.nz)>  
**Subject:** Mosgiel Pool

Hi Roy,



Any idea of when we can expect the feedback from NZTA on the ITA. We do have some deadlines if any feedback need to be incorporated. We have to have an agreed design before the end of September, which realistically means any feedback from NZTA has to be received at the latest by end of next week 28<sup>th</sup> August.  
If there is no feedback before this time, we will assume NZTA are happy with what has been described in the ITA.

Regards

Hjarne Poulsen

Transport Engineering and Road Safety Team Leader

TRANSPORT

P 03 477 4000 | M 021 710 512 | E [hjarne.poulsen@dcc.govt.nz](mailto:hjarne.poulsen@dcc.govt.nz)

Dunedin City Council, 50 The Octagon, Dunedin

PO Box 5045, Dunedin 9054

New Zealand

[www.dunedin.govt.nz](http://www.dunedin.govt.nz)



**DUNEDIN** | kaunihera  
CITY COUNCIL | a-rohe o  
ōtepoti

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17 March 2021

Dear Resident

### **NEW MOSGIEL POOL – INFORMATION ON PROJECT TIMELINE AND CHANGES TO GORDON ROAD**

We're writing to tell you about the construction of the new Mosgiel Pool and changes to Gordon Road that are required as part of the new pool development. Construction of the new pool will likely start in June or early July, and we expect it to be open in late 2022.

During the construction period we want to make sure that we keep everyone in the community informed on progress, but are especially aware that people living close to the construction site need to be regularly kept up to date on the work, and know who to contact at the DCC if they have any questions or concerns.

We are now at the stage of being able to share with you the latest information about the project (enclosed is an overhead image of where the new pool and pool car park will sit on the Mosgiel Memorial Park site, and also a plan of proposed changes to the Gordon Road/Eden Road intersection that will be required to enable safe entry/exit to the new pool.

We made a presentation to members of the Mosgiel Taieri Community Board on Tuesday 16 March to ensure they are aware of the new pool plans and road changes.

#### **Pool Construction Information**

- Site Establishment – June/July 2021
- Construction Activities – June/July 2021 to end of 2022
- Facility Opening – End of 2022
- Construction activities will be conducted with safety and minimising disturbance to surrounding residents as key priorities. This will include the selection of appropriate working hours, management of noise and dust, traffic movements etc. Further detailed information on these aspects will be shared in advance of the construction works starting in June/July 2021.

For information – attached is the position and design of the new pool facility along with a selection of images.

***How you can contact us if you have any questions about the construction of the pool***

Email: [parksconsulting@dcc.govt.nz](mailto:parksconsulting@dcc.govt.nz)

## **Changes to Gordon Road/State Highway 87**

Waka Kotahi NZ Transport Agency is responsible for state highways and the DCC is working with them to find the best solution to get people safely to and from the new pool site onto Gordon Road/State Highway 87.

### ***What we're doing and why***

We're putting in traffic signals at the intersection of Gordon Road and Eden Street at the new pool entrance to keep safe everyone who uses Gordon Road as well as those going to and from the pool.

The new junction design:

- Will be easy to understand as a user due to a simple design
- Means there are no uncontrolled driveways within the intersection
- Allows two exit lanes out of the pool site
- It will be easier for those exiting Eden Street on to Gordon Road
- There will be advanced warning signs north of Gordon Road/SH87.

Approximately 15 carpark spaces will need to be removed along both sides of Gordon Road and a bus stop moved on to Eden Street. Vehicles travelling south along Gordon Road will no longer be able to turn right into Eden Street.

The construction works on the highway will be undertaken so that they are complete and operational for when the pool facility opens at the end of 2022.

The fundamental design of the junction (attached) is not going to change (signalised intersection) but we would like to hear your feedback so that this can be considered as the design develops.

### ***How you can provide feedback about the road changes***

Online: [www.dunedin.govt.nz/mosgiel-pool](http://www.dunedin.govt.nz/mosgiel-pool)

Email: [parksconsulting@dcc.govt.nz](mailto:parksconsulting@dcc.govt.nz)

Post: DCC Mosgiel Pool Road Changes  
Dunedin City Council  
PO Box 5045  
Dunedin 9054

Feedback must be received by 4pm on 16 April 2021.

We are committed to keeping you regularly informed on the progress of this project as we move through the construction period, and we will work hard on minimising the disruption for you and your neighbours.

We will from time to time send out media releases and social media (Facebook etc) posts to let people know how the project is progressing. We will be sending a media release out later today with images of the new pool and the proposed road changes.

The new pool facility will be a fantastic community asset for the Mosgiel Taieri Community and we would like to thank you in advance for your patience and support through the coming period.

Please do contact us (as shown above) if you have any questions at this stage or in future.

Yours sincerely

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

Robert West

**ACTING GENERAL MANAGER CITY SERVICES**

## POSITION AND DESIGN OF THE NEW POOL FACILITY, ALONG WITH A SELECTION OF IMAGES







# NEW MOSGIEL POOL ENTRANCE

