

From: Ian Martin <ian.Martin@dcc.govt.nz>
Sent: Thursday, 9 February 2023 7:05 p.m.
To: Trevor Watson <Trevor.Watson@dcc.govt.nz>
Cc: Reese Martin <Reese.Martin@dcc.govt.nz>
Subject: RE: LUC-2022-117 - Submissions x3 - 124 Abbotts Hill Road

Hi Trevor,

Apologies, I did somehow open the email without seeing it so missed it completely. I might be reading too much into this but here are my thoughts.

I have some concerns and not all are mentioned in the submissions but my comments are: -

Vehicle Speeds – although not specifically mentioned by submitters, there may be an issue with drivers driving at higher speeds than the posted speed limit. On a normal dead end rural road, it would be reasonable for drivers to expect to meet the odd agricultural vehicle or farm truck but this site could generate unexpected traffic volumes and vehicle types and they could be traveling above the posted 50km/h speed limit.

Road environment – Abbotts Hill Rd is a mixture of sealed and unsealed road. The sealed section appears to be in the region of 6m wide, giving enough width for two vehicles to pass each other reasonably comfortably. However, the gravel section appears to narrow significantly and effectively reduces to a single lane. I haven't noticed any passing bays in Streetview.

Sight distances – Related to the road environment but worth considering in its own right. The topography is typical of many of our rural roads in that there are several bends and hill crests that restrict the visibility for drivers.

Other road users – If there are cyclists, walkers and equestrian users they will be quite vulnerable to traffic as there are no footpaths or even wide shoulders for much of Abbotts Hill Rd

Vehicle types – the kind of business the applicant runs from the site suggests that utes and small trucks are the most common vehicles but I'm concerned about the use of trailers, specifically those that tow skid loaders, bobcats, etc as these tend to be quite wide. They may be using the site for storage of vehicles unrelated to the business.

Site use – I've not seen any reference or plan as to how vehicle manoeuvring is done on site. Submitters mentioned reversing movements onto the road and I'm not sure this has been addressed in the application. Trailers seem to be used a lot which would exacerbate any issues at the entrance, especially if they are reversing out onto the road.

In summary, I conclude that there is a higher risk to all users of the road due to the increased volume of traffic and also the type of vehicles transporting or being transported. For this scale of development I would expect to see how the applicant is going to mitigate the risks (which they have done to some extent but I'm not sure if we can keep them to their stated traffic movements). DCC should also consider development on this scale may require the installation of passing bays, road widening, improved drainage, etc.

Cheers

Ian Martin

**PRINCIPAL ADVISOR - ROAD SAFETY, TRANSPORT ENGINEERING & ROAD SAFETY
TRANSPORT**