

FNDC Rezoning Hearing 15C - evidence review

Victoria Yorke and Andrē Galvin, Submitter 530 and Andrē Galvin, Submitter 567

Prepared for	Far North District Council
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Revision	A
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1. Introduction

Abley Limited (Abley) was engaged by the Far North District Council (Council) to provide transport planning and engineering assistance for rezoning submissions that were received on the Proposed Far North District Plan (PDP).

The purpose of this memo is to summarise my review of evidence provided for Submitter 530: Victoria Yorke and Andrē Galvin and Submitter 567: Andrē Galvin.

I have reviewed the following documents:

- Transportation Assessment, prepared by Team Traffic, dated October 2024.
- Feedback from NZ Transport Agency Waka Kotahi (NZTA) received by Council on Tuesday 26 August 2025¹.

The site and proposed site plan are shown in Figure 1.1.

¹ **From:** Tessa Robins Tessa.Robins1@nzta.govt.nz; **Sent:** Tuesday, 26 August 2025 10:37 am;
Subject: Re: Development potential - Puketona Road (SH11), Haruru, Waitangi - Application-2025-1052 CRM:0503000278



Figure 1.1 Site (left) and proposed site plan (right)

Key matters relating to transport are as follows:

- **Surrounding road network:**
 - Puketona Road (SH11) is a two-lane with a posted speed limit of 80 km/h outside the site and 60 km/h closer to Yorke Road. The estimated daily traffic volume is 550 veh/hr and 5,500 veh/day.
 - Yorke Road and Goffe Drive are local roads with lower traffic volumes (1,100 and 400 vehicles per day respectively).
 - Crash trends have been identified on SH11 by the submitter.
- **Active and public transport:**
 - A Kaikohe–Waipapa via Waitangi bus service operates one return trip per day. There are no formal bus stops near the site, although the driver may stop where safe.
 - A footpath is provided on the north side of SH11 and on one side of Yorke Road and Goffe Drive.
 - No dedicated cycling infrastructure is provided, although anecdotally I have observed the footpath on SH11 being used by cyclists.
- **Potential traffic generation:**
 - The proposal includes 44 standalone dwellings, a 200 m² café, and a visitor centre.
 - The Transport Assessment estimates that the site will generate approximately 57 veh/hr and 516 veh/hr, however this does not include trips that may be generated by the visitor centre.
- **Proposed Access and Intersection Design:**
 - A potential pedestrian/cyclist connection is proposed via Goffe Drive, subject to further investigation of topographical constraints.
 - Primary access is proposed via SH11, with shoulder widening on the south side of SH11, however the Transport Assessment notes that this would not comply with NZTA vehicle access Diagram E, due to the nearby bridge.

- The Transport Assessment states that the sightline at the proposed access to SH11 is currently deficient. It concludes that a compliance sightline can be achieved if:
 - Applying the Extended Design Domain (EDD) by adopting a reduced observation time, from 3 seconds to 2 seconds
 - Vegetation is cleared on the southern side of SH11

Information gaps and queries

- The assessment does not quantify trip generation for the visitor centre. Further clarification or justification is required. I recommend that the submitter comment on the sensitivity of the SH11 access to additional trips generated by this activity.
- The Transport Assessment estimates that the café may generate 10 veh/hr/100m². However, this may be understated, as NZTA Research Report 453 indicates a trip rate of 15.6 - 18 veh/hr/100m² for food and beverage type activities. I recommend that the submitter comment on the sensitivity of the proposed access to SH11 if the café generates a higher number of vehicle movements than has been assumed.
- I am concerned that the proposed access to SH11 may not be feasible:
 - Vegetation clearance:
 - The required vegetation clearance appears to be outside the state highway boundary and within the Coastal Environment Overlay. It is unclear whether this clearance is achievable or permitted.
 - Even if clearance is undertaken, ongoing maintenance would be required to prevent regrowth.
 - Use of EDD parameters, which may not be justified/appropriate:
 - The crash history along SH11 includes loss-of-control and turning conflict crashes. This raises concerns about the appropriateness of applying EDD parameters.
 - NZTA, as the road controlling authority, would need to approve the use of EDD for any new vehicle crossing or intersection²
 - Shoulder widening constraints
 - The assessment acknowledges that full shoulder widening per NZTA Diagram E cannot be achieved due to the proximity of the bridge.
 - Turning treatment requirements:
 - Based on Austroads Guide to Traffic Management Part 6, a Channelised Right Turn (CHR) treatment may be required. With an estimated 550 veh/hr on SH11, a CHR would be required if the number of right turning into the site access exceeds approximately 10 veh/hr, as shown below Figure 1.2.

² Austroads Guide to Road Design Part 1, Section 4.4.2 "EDD extends the lower bound of the design domain used for a new road, based on what can be justified and defended on engineering grounds in certain circumstances (Area 2 in Figure 4.3). However, a value within the EDD can be used only with the explicit, corporate approval of the relevant road agency, supported by a documented risk assessment that fully justifies the use of that value"

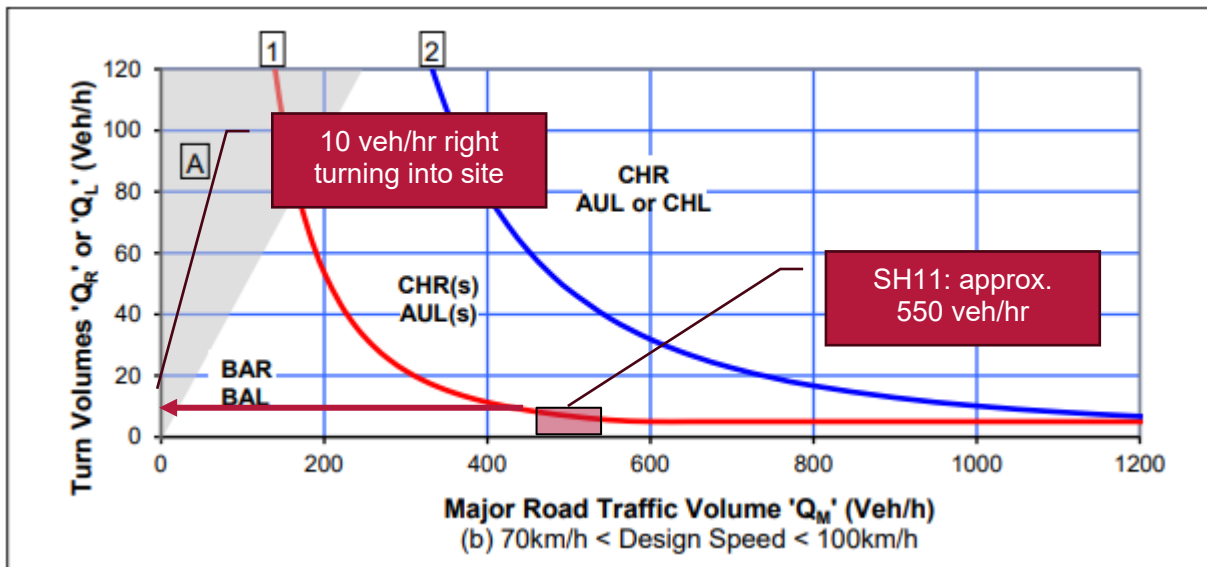


Figure 1.2 Austroads Guide to Traffic Management Part 6 Figure 3.25 showing warrant for CHR at approximately 10 veh/hr

NZTA feedback was received by Council and the submitter on 26 August 2025, via email. I have summarised this as follows:

- NZTA cannot support the rezoning until its transport effects are clearly understood.
- NZTA is concerned that upgrades discussed by the submitter's experts (e.g. bridge modifications, barrier relocation) have not been adequately assessed.
- NZTA considers the current roading infrastructure is not considered suitable for the level of development that would be enabled by General Residential Zone.
- NZTA requires clear documentation of necessary transport upgrades, triggers, and funding arrangements.

I share NZTA's concerns on these matters.

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