

# Attachment C

## NOR Active Reserve – Additional Reporting: Prole Road Urbanisation Project

This statement has been prepared in response to questions from the Panel in relation to the childcare business at 7A Prole Road. The Prole Road Urbanisation Project will have a direct impact on the existing childcare business because of the proposed road widening and closure of existing accesses for Prole Road because of the traffic projections for that area. The statement was prepared in reliance on advice received during discussions with Raj Sumeran, Council's Engineering and Special Projects Manager.

A significant active project to support the roll-out of urbanisation for Ōmokoroa is the Prole Road upgrade. This includes the installation of a round-about at the intersection with Ōmokoroa Road. The road upgrade includes widening of the road to provide two way traffic, footpaths and a dedicated cycle lane. Land has been purchased from property owners on parts of Prole Road to provide for a wider "road reserve". Attached is the proposed Ōmokoroa Structure Plan Stage 3 - Infrastructure - Roading and Walkway/Cycleway which illustrates the proposed roading network in this area **[Attachment 1]**.

Key elements of the structure plan are the provision of identified intersection locations, often provided by way of roundabouts and the restriction of other access. This is to improve safety, provide for improved stormwater management and create a better interface between the streetscape and residential development. Section 12 of the District Plan includes the proposed provision that reads as follows:

#### *12.4.4.4 Property Access*

*c. ....For Prole Road and Francis Road any existing accesses shall be closed and relocated where alternative legal and physical access has been provided.*

In regard to Prole Road adjacent the proposed active recreation reserve it is planned for any existing accesses to be closed in the future with access to the reserve being via a new road that is accessed via a proposed round-about. This road will also provide the link to service residential development in the vicinity. The road design is yet to be fully developed and the design will be completed when the details of the proposed adjacent developments are better understood. No roads in this vicinity will be crossing the gully system.

With the planned provision for medium-density housing in the area, combined with the planned construction of two schools there will be significant growth in traffic flows on Prole Road. This will have a high negative impact on the safety of pedestrians and cyclists particularly when they cross Prole Road and move between the schools and the future active reserve area. Projections are that the annual average daily traffic flow projections will increase from 2,458 movements (2012 figure) to 6,903 in 2031. This does not include anticipated pedestrian/cycle movements from the school and active reserve. It should also be noted that these are average numbers while the key issue in terms of level of service and safety is more at peak demand.

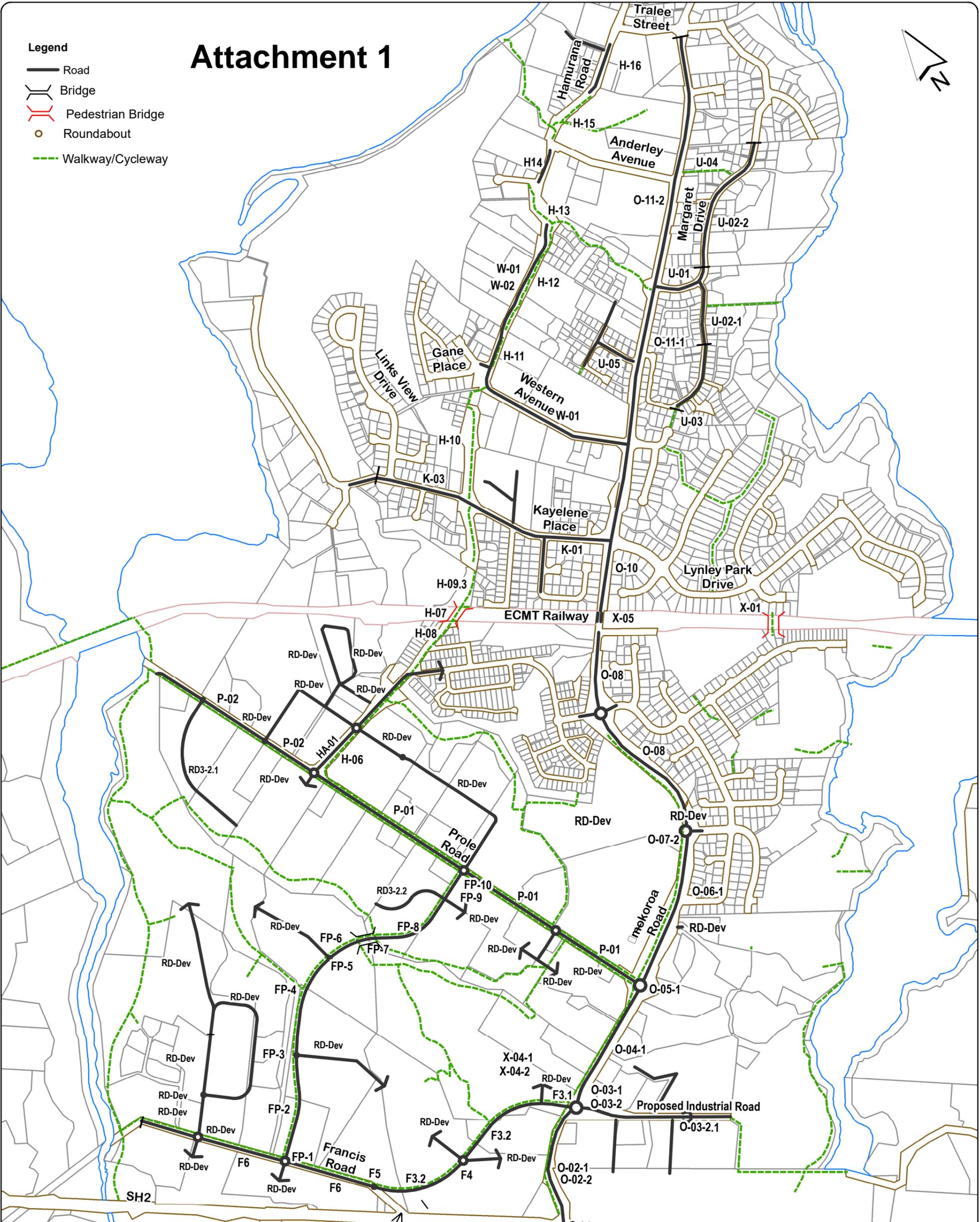
To mitigate this, part of the design includes the provision of an underpass that connects the proposed schools with the proposed active recreation reserve. The proposed underpass location is the most cost effective and safe from a geometrics perspective, and provides safe separation distance between the future roundabout and the Ōmokoroa/Prole Road roundabout. The safety aspect has been verified by independent safety auditors. Attached is the preliminary design for this area identifying the proposed underpass. **[Attachment 2]**. It is noted that the underpass location has been relocated 20m west from the draft plan presented to the Panel at the hearing. It is proposed

for the underpass to be constructed in 2024 as part of the wider Prole Road urbanisation project. The underpass will be capped until such time as it is required to be utilised.

**Jeff Hextall**

# Attachment 1

- Legend**
- Road
  - Bridge
  - Pedestrian Bridge
  - Roundabout
  - Walkway/Cycleway



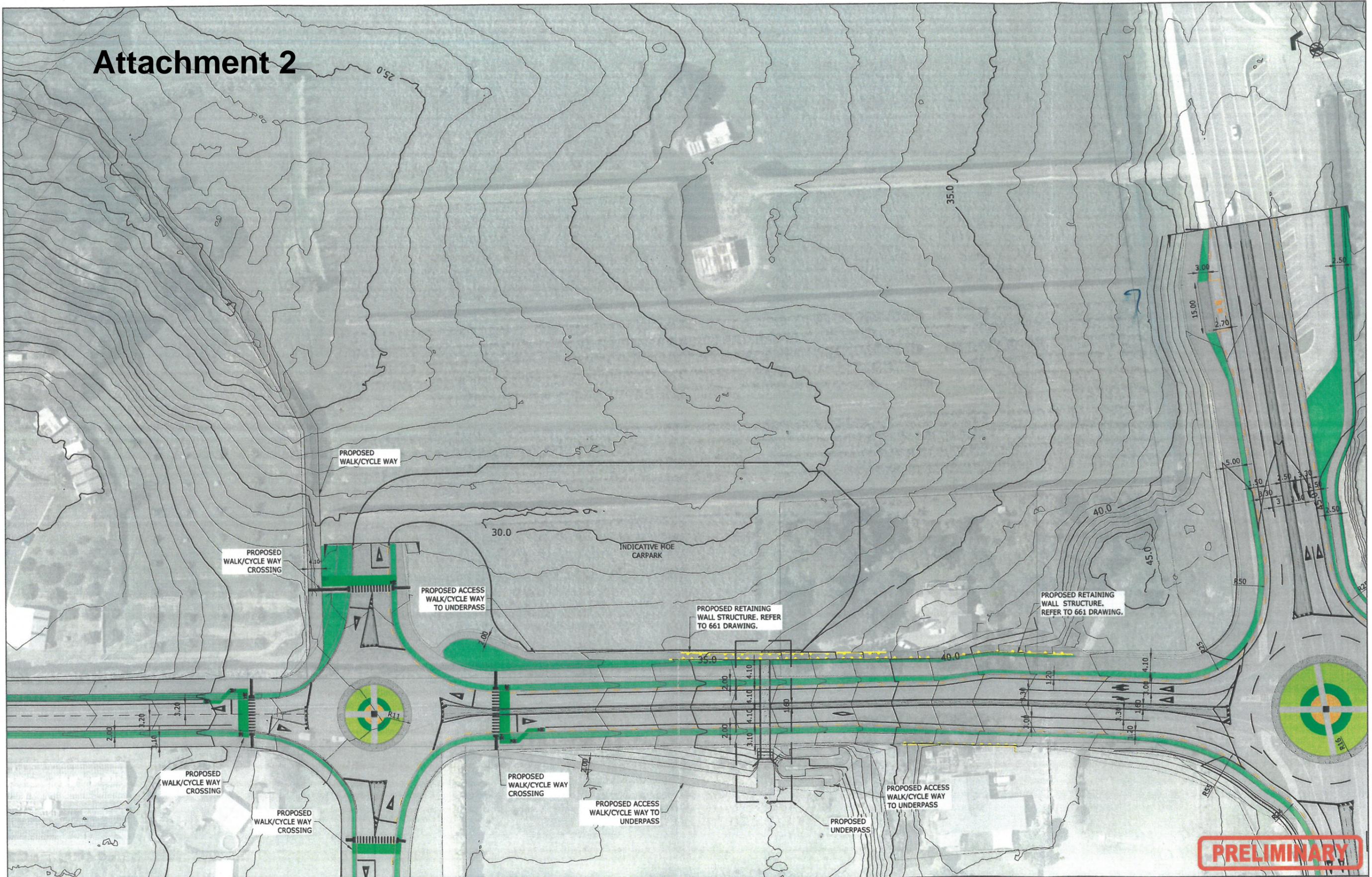
Francis Road/SH2 intersection to be closed

For more information see Appendix 7 and the LTP Structure Plan Financial Contribution Infrastructure Schedule.

## Omokoroa Structure Plan - Stage 3 - Plan Change 92 Infrastructure - Roading and Walkway/Cycleway

24/08/2023

# Attachment 2



**PRELIMINARY**

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