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Dear Stephen

Assessment of Sight Distances at Vehicle Driveway Locations

Further to our various e-mails, we understand that a query has been raised with regard to a comment within our Transportation Assessment, that there will be some lots which have driveways unable to achieve the 40m sight distance required under the Central Otago District Plan. This letter responds to those comments.

Background

The Central Otago District Plan sets out (Rule 12.7.1(ii)) that for a driveway onto an urban local road, a sight distance of 40m is required. From previous work in the district, we are aware that the Council applies this to every approach to the driveway.

As set out in our Transportation Assessment, for lots that are close to curves or to intersections, this can present a compliance issue because the sightline can often cross adjacent lots or pass through the lot itself. Achieving a 40m distance is therefore not achievable.

However, the sight distance that is appropriate at any given location relates to the speed of approaching vehicles. In that respect, the District Plan is a simplification because it relates sight distances to the maximum permitted speed rather than to the actual vehicle speeds. At intersections and sharp curves, it is not possible for a driver to travel at the maximum speed - either the driver will have had to stop at the intersection, or slow down at the intersection or to negotiate the curve - and therefore the operating speeds of vehicles are reduced. In turn this means that a reduced sight distance can be supported. This letter addresses whether sight distances are appropriate for the prevailing speeds at each lot where 40m is not achieved¹.

Lot numbers are those shown on the masterplan received on 13 April 2021 (Revision F).

Assessment Factors

In order to undertake this assessment, consideration is needed as to the sight distances that are appropriate at low speeds. The District Plan itself does not specify sight distances for speeds of less than 50km/h and we have therefore plotted the values given in the District Plan on a graph and related the sight distances to speeds through a best-fit curve.

¹ For clarity, if a lot is not specifically mentioned, then the 40m sight distance is provided.

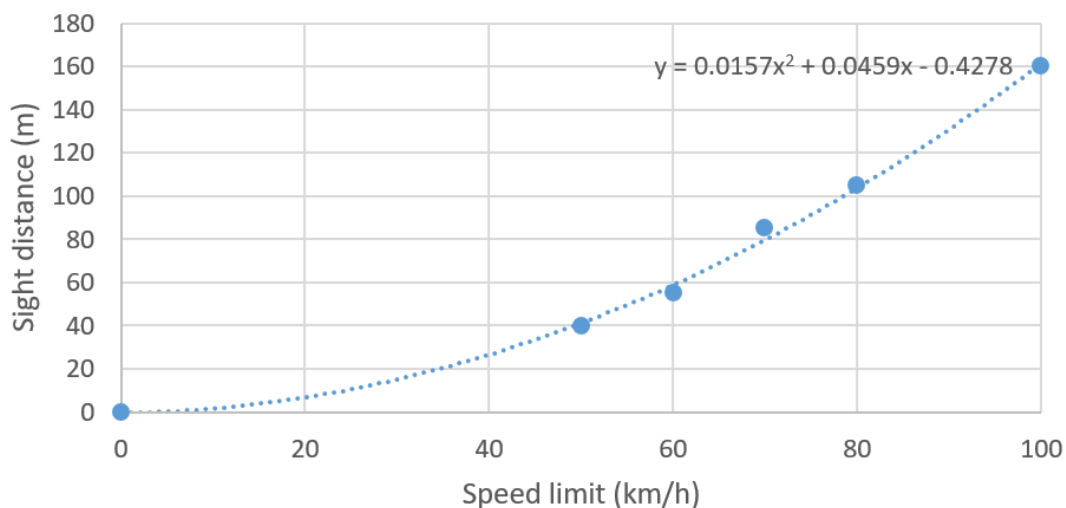


Figure 1: Relationship Between Vehicle Speeds and Sight Distance

Taking this into account:

- At a speed of 25km/h, a sight distance of 11m is required;
- At a speed of 30km/h, a sight distance of 15m is required;
- At a speed of 35km/h, a sight distance of 20m is required;
- At a speed of 40km/h, a sight distance of 27m is required; and
- At a speed of 45km/h, a sight distance of 33m is required.

At present, the locations of the driveways are not fixed. However for this assessment, we have anticipated that driveways will be located towards the south of any lot (where the lot boundaries permit) because best practice would for the living areas to be located on the northern side of the lot in order to maximise solar gain. Where there are lots that have access options (such as to the east or west) we have considered the outcomes if the driveway was to be located in those positions. In the event that a lot owner chooses to place the driveway elsewhere, they would need to seek a resource consent (but for the purposes of this analysis we consider that it is sufficient to show that there is at least one suitable driveway location).

We also anticipate that owners will also place driveways at the location furthest from any intersection and against a boundary, as in our experience it is highly unusual for driveways to be placed mid-way along a lot frontage as this reduces the extent of garden available.

Assessment of Driveways and Sight Distances

Lot 6

With a driveway against the southwestern corner of the lot, there would be a sight distance of 22m northeast along Vintage Street. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 13

With a driveway against the southeastern corner of the lot, there would be a sight distance of 38m southeast along Blondie Drive. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.



With a driveway against the southeastern corner of the lot, there would be a sight distance of 19m northwest along Magnum Drive. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30-35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 14

With a driveway against the southwestern corner of the lot, there would be a sight distance of 37m south along Blondie Drive. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

With a driveway against the southwestern corner of the lot, there would be a sight distance of 24m northwest along Magnum Drive. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

With a driveway against the southeastern corner of the lot, there would be a sight distance of 44m northwest along Magnum Drive. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 18

With a driveway against the southeastern corner of the lot, there would be a sight distance of 28m northwest along Vintage Street. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35-40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 20

With a driveway against the southeastern corner of the lot, there would be a sight distance of 33m southwest along Blondie Drive. Drivers approaching from this direction must have slowed down at the curve and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 21

With a driveway against the southern corner of the lot, there would be a sight distance of 21m southwest along Blondie Drive. Drivers approaching from this direction must have slowed down at the curve and we consider that the speeds of approaching vehicles will therefore be in the order of 30-35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 27

With a driveway against the southeastern corner of the lot, there would be a sight distance of 32m northwest along Road 7. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40-45km/h. The sight distance is therefore appropriate for the vehicle speeds.



Lot 32

With a driveway against the southeastern corner of the lot, there would be a sight distance of 33m northeast along Magnum Drive. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35-40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 33

With a driveway against the southwestern corner of the lot, there would be a sight distance of 25m northeast along Magnum Drive. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 204

With a driveway against the southeastern corner of the lot, there would be a sight distance of 32m northwest along Magnum Drive 7. Drivers approaching from this direction must have slowed down at the curve and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 205

With a driveway against the southeastern corner of the lot, there would be a sight distance of 37m northwest along Magnum Drive 7. Drivers approaching from this direction must have slowed down at the curve and we consider that the speeds of approaching vehicles will therefore be in the order of 40-45km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 206

With a driveway against the southeastern corner of the lot, there would be a sight distance of 37m northwest along Magnum Drive 7. Drivers approaching from this direction must have slowed down at the curve and we consider that the speeds of approaching vehicles will therefore be in the order of 40-45km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 219

With a driveway against the southeastern or southwestern corner of the lot, there would be a sight distance of 37m south along Road 7. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30-35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 220

With a driveway against the southeastern corner of the lot, there would be a sight distance of 37m south along Road 7. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 233

With a driveway against the southwestern corner of the lot, there would be a sight distance of 34m southeast along Road 6. Drivers approaching from this direction must have slowed down or



stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 234

With a driveway against the southeastern corner of the lot, there would be a sight distance of 37m southeast along Road 6. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30-35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 235

With a driveway against the southeastern corner of the lot, there would be a sight distance of 33m northwest along Magnum Drive. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40-45km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 236

With a driveway against the southeastern corner of the lot, there would be a sight distance of 22m northwest along Magnum Drive. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 237

With a driveway against the southwestern corner of the lot, there would be a sight distance of 20m northeast along Magnum Drive. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30-35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 238

With a driveway against the southwestern corner of the lot, there would be a sight distance of 34m northeast along Magnum Drive. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 249

With a driveway against the northwestern corner of the lot, there would be a sight distance of 35m northwest along Road 5. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40-45km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 250

With a driveway against the northeastern corner of the lot, there would be a sight distance of 34m northwest along Road 5. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.

With a driveway against the northwestern corner of the lot, there would be a sight distance of 32m northwest along Road 5. Drivers approaching from this direction must have slowed down or



stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35-40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 251

With a driveway against the northeastern corner of the lot, there would be a sight distance of 34m northwest along Road 5. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 266

With a driveway against the southwestern corner of the lot, there would be a sight distance of 26m north along Magnum Drive. Drivers approaching from this direction must have slowed down to negotiate the curve in the road and we consider that the speeds of approaching vehicles will therefore be in the order of 35-40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 267

With a driveway against the southwestern corner of the lot, there would be a sight distance of 18m northeast along Magnum Drive. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 268

With a driveway against the southwestern corner of the lot, there would be a sight distance of 28m northeast along Magnum Drive. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35-40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 270

With a driveway against the southwestern corner of the lot, there would be a sight distance of 22m north along Road 5. Drivers approaching from this direction must have slowed down at the curve and we consider that the speeds of approaching vehicles will therefore be in the order of 35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 271

With a driveway against the southwestern corner of the lot, there would be a sight distance of 28m north along Road 5. Drivers approaching from this direction must have slowed down at the curve and we consider that the speeds of approaching vehicles will therefore be in the order of 35-40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 272

With a driveway against the southwestern corner of the lot, there would be a sight distance of 37m north along Road 5. Drivers approaching from this direction must have slowed down at the curve and we consider that the speeds of approaching vehicles will therefore be in the order of 40-45km/h. The sight distance is therefore appropriate for the vehicle speeds.



Lot 273

With a driveway against the southeastern corner of the lot, there would be a sight distance of 19m northwest along Road 5. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 274

With a driveway against the southeastern corner of the lot, there would be a sight distance of 30m northwest along Road 5. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 285

With a driveway against the southwestern corner of the lot, there would be a sight distance of 34m northeast along Road 4. Drivers approaching from this direction must have slowed down at the curve and we consider that the speeds of approaching vehicles will therefore be in the order of 40-45km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 286

With a driveway against the southeastern corner of the lot, there would be a sight distance of 25m northwest along Magnum Drive. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 287

With a driveway against the southeastern corner of the lot, there would be a sight distance of 31m northeast along Magnum Drive. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30-35km/h. The sight distance is therefore appropriate for the vehicle speeds.

With a driveway against the southeastern corner of the lot, there would be a sight distance of 24m northwest along Magnum Drive. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 288

With a driveway against the southeastern corner of the lot, there would be a sight distance of 37m northeast along Magnum Drive. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40-45km/h. The sight distance is therefore appropriate for the vehicle speeds.

With a driveway against the southeastern corner of the lot, there would be a sight distance of 36m northwest along Magnum Drive. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40-45km/h. The sight distance is therefore appropriate for the vehicle speeds.



Lot 295

With a driveway against the southeastern corner of the lot, there would be a sight distance of 32m southwest along Road 4. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40-45km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 296

With a driveway against the southwestern corner of the lot, there would be a sight distance of 28m northeast along Road 5. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30-35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 297

With a driveway against the southwestern corner of the lot, there would be a sight distance of 36m northeast along Road 5. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 45km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 311

With a driveway against the southeastern corner of the lot, there would be a sight distance of 28m northeast along Magnum Drive. Drivers approaching from this direction must have slowed down to negotiate the curve in the road and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 318

With a driveway against the southeastern corner of the lot, there would be a sight distance of 31m south along Road 4. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

With a driveway against the southwestern corner of the lot, there would be a sight distance of 34m south along Road 4. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 326

With a driveway against the southwestern corner of the lot, there would be a sight distance of 32m southeast along Road 5. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 327

With a driveway against the southeastern corner of the lot, there would be a sight distance of 32m southeast along Road 5. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35-40km/h. The sight distance is therefore appropriate for the vehicle speeds.



Lot 334

With a driveway against the southeastern corner of the lot, there would be a sight distance of 32m northeast along Magnum Drive. Drivers approaching from this direction must have slowed down at the curve and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 336

With a driveway against the southwestern corner of the lot, there would be a sight distance of 18m northeast along Magnum Drive. Drivers approaching from this direction must have slowed down at the curve and we consider that the speeds of approaching vehicles will therefore be in the order of 30-35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 337

With a driveway against the southwestern corner of the lot, there would be a sight distance of 30m northeast along Magnum Drive. Drivers approaching from this direction must have slowed down at the curve and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lots 344/345

There is a sight distance of 38m southwest along Magnum Drive. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 45-50km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 356

With a driveway against the southeastern corner of the lot, there would be a sight distance of 32m east along Road 4. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 357

With a driveway against the southwestern corner of the lot, there would be a sight distance of 22m northeast along Vintage Street. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30-35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 358

With a driveway against the southwestern corner of the lot, there would be a sight distance of 32m northeast along Vintage Street. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40-45km/h. The sight distance is therefore appropriate for the vehicle speeds.



Lot 361

With a driveway against the southwestern corner of the lot, there would be a sight distance of 35m south along Magnum Drive. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 362

With a driveway against the southeastern corner of the lot, there would be a sight distance of 25m northwest along Magnum Drive. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 363

With a driveway against the southeastern corner of the lot, there would be a sight distance of 30m northwest along Magnum Drive. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 364

With a driveway against the southwestern corner of the lot, there would be a sight distance of 37m northeast along Road 6. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 45-50km/h. The sight distance is therefore appropriate for the vehicle speeds.

With a driveway against the southwestern corner of the lot, there would be a sight distance of 33m northwest along Magnum Drive. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40-45km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 365

With a driveway against the southwestern corner of the lot, there would be a sight distance of 25m northeast along Road 6. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 366

With a driveway against the southeastern corner of the lot, there would be a sight distance of 35m south along Road 6. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.



Lot 370

With a driveway against the southeastern corner of the lot, there would be a sight distance of 27m northwest along Vintage Street. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35-40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 371

With a driveway against the southwestern corner of the lot, there would be a sight distance of 16m northeast along Vintage Street. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 372

With a driveway against the southwestern corner of the lot, there would be a sight distance of 25m northeast along Vintage Street. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 382

With a driveway against the southwestern corner of the lot, there would be a sight distance of 35m south along Road 6. Drivers approaching from this direction must have slowed down at the intersection, and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 386

With a driveway against the southeastern corner of the lot, there would be a sight distance of 25m northwest along Road 6. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 387

With a driveway against the southeastern corner of the lot, there would be a sight distance of 27m northwest along Road 6. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35-40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 392

With a driveway against the northwestern corner of the lot, there would be a sight distance of 33m southeast along Road 7. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.



Lot 393

With a driveway against the southeastern corner of the lot, there would be a sight distance of 17m northwest along Road 7. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 394

With a driveway against the southeastern corner of the lot, there would be a sight distance of 24m northeast along Vintage Street. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

With a driveway against the southeastern corner of the lot, there would be a sight distance of 32m northwest along Vintage Street. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30-35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 402

With a driveway against the southeastern corner of the lot, there would be a sight distance of 34m south along Road 7. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 45km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 404

With a driveway against the southwestern corner of the lot, there would be a sight distance of 37m northeast along Road 7. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 45-50km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 405

With a driveway against the southwestern corner of the lot, there would be a sight distance of 29m northeast along Road 7. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 406

With a driveway against the southwestern corner of the lot, there would be a sight distance of 21m northeast along Road 7. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 407

With a driveway against the southeastern corner of the lot, there would be a sight distance of 24m northwest along Road 7. Drivers approaching from this direction must have slowed down or stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.



Lot 410

With a driveway against the southwestern corner of the lot, there would be a sight distance of 25m northeast along Vintage Street. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 421

With a driveway against the southeastern corner of the lot, there would be a sight distance of 35m south along Magnum Drive. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 422

With a driveway against the southwestern corner of the lot, there would be a sight distance of 29m northeast along Magnum Drive. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lots 437-446

These lots are located in the head of the cul-de-sac. Sightlines of 40m are not possible because the road terminates, but vehicle speeds will be very low in this area. We consider that the sight distances will be appropriate for the low vehicle speeds.

Lot 454

With a driveway against the southwestern corner of the lot, there would be a sight distance of 34m southeast along Road 8. Drivers approaching from this direction must have slowed down at the curve we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lots 455/456

There is a sight distance of 29m southeast along Road 8. Drivers approaching from this direction must have slowed down at the curve we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 461

With a driveway against the southeastern corner of the lot, there would be a sight distance of 34m east along Road 4. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lots 464-465

These lots are located in the head of the cul-de-sac. Sightlines of 40m are not possible because the road terminates, but vehicle speeds will be very low in this area. We consider that the sight distances will be appropriate for the low vehicle speeds.



Lot 466

With a driveway against the southeastern corner of the lot, there would be a sight distance of 22m northeast along Blondie Drive. Drivers approaching from this direction must be travelling slowly due to the presence of the cul-de-sac and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 467

With a driveway against the southwestern corner of the lot, there would be a sight distance of 25m northeast along Blondie Drive. With a driveway against the southeastern corner of the lot, there would be a sight distance of 34m northeast along Blondie Drive. Drivers approaching from this direction must be travelling slowly due to the presence of the cul-de-sac and we consider that the speeds of approaching vehicles will therefore be in the order of 35km/h. The sight distances are therefore appropriate for the vehicle speeds.

Lot 469

With a driveway against the southwestern corner of the lot, there would be a sight distance of 32m northeast along Road 8. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40-45km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 473

With a driveway against the southeastern corner of the lot, there would be a sight distance of 35m northeast along Road 8. Drivers approaching from this direction must have slowed down at the curve we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 474

With a driveway against the southeastern corner of the lot, there would be a sight distance of 30m northeast along Road 8. Drivers approaching from this direction must have slowed down at the curve we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 475

With a driveway against the southwestern corner of the lot, there would be a sight distance of 21m northeast along Road 8. Drivers approaching from this direction must have slowed down at the curve we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 476

With a driveway against the southwestern corner of the lot, there would be a sight distance of 33m northeast along Road 8. Drivers approaching from this direction must have slowed down at the curve we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.



Lot 481

With a driveway against the southwestern corner of the lot, there would be a sight distance of 33m south along Road 8. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 482

With a driveway against the southeastern corner of the lot, there would be a sight distance of 20m northwest along Road 8. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 485

With a driveway against the southwestern corner of the lot, there would be a sight distance of 27m northeast along Road 8. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35-40km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 492

With a driveway against the southeastern corner of the lot, there would be a sight distance of 37m northwest along Road 8. Drivers approaching from this direction must have slowed down at the curve we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 493

With a driveway against the southeastern corner of the lot, there would be a sight distance of 25m northwest along Road 8. Drivers approaching from this direction must have slowed down at the curve we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 494

With a driveway against the southeastern corner of the lot, there would be a sight distance of 25m northwest along Road 8. Drivers approaching from this direction must have slowed down or potentially stopped at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 35km/h. The sight distance is therefore appropriate for the vehicle speeds.

Lot 497

With a driveway against the southwestern corner of the lot, there would be a sight distance of 30m south along Road 8. Drivers approaching from this direction must have slowed down at the intersection and we consider that the speeds of approaching vehicles will therefore be in the order of 30km/h. The sight distance is therefore appropriate for the vehicle speeds.



Summary

Having identified each of the lots where a sight distance of 40m is not achieved at their respective driveways, we consider that at each lot, the sight distance available is appropriate for the speeds of approaching vehicles.

Please do not hesitate to contact me if you require anything further or clarification of any issues.

Kind regards

Carriageway Consulting Limited

A handwritten signature in purple ink, appearing to read 'Andy Carr'.

Andy Carr

Traffic Engineer | Director

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