

Memorandum

3 May 2022

SPRINGHILL SUBDIVISION INTERNAL ROAD LIGHTING – CENTRAL HAWKES BAY

1. Background

East Cape Consulting (ECC) has been asked to provide commentary on street lighting within the proposed subdivision at 1080, 1152 and 1200 State Highway 50 and 604 and 612 Wakarara Road, Ongaonga.

Reference has been made to the Hastings District Council (HDC) Engineering Code of Practice dated 8 December 2020 (CoP), which is used by Central Hawke’s Bay District Council (CHBDC).

The HDC CoP provides clear guidance around where lighting is required and includes a separate document “Street Lighting Code of practise” dated 20/01/2016. This is a prescriptive document which states:

Road lighting in Rural Areas is addressed in AS/NZS 1158. Since the ambient light and sky glow in Rural Areas is significantly less than that in built-up areas, the impact of obtrusive light must be given careful consideration to limit spill light.

AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting) will be used as a guide in these areas.

The following design guidelines apply:

Keep road lighting to the minimum applicable standard at intersections and road terminations.

Minimize lighting beyond these areas (intersections and terminations). Only provide sufficient lights such that a pedestrian walking along the road always has a light in view, (marker light) for orientation and guidance.

2. Proposed Development

In rural areas, road lighting is provided for traffic safety purposes in areas that could be potentially hazardous. This includes at features such as intersections and other conflict areas, sharp curves, and road termination points. In urban areas lighting is designed to provide for the safety of vehicles, cyclists, and pedestrians.

The proposed development is a large-lot rural residential subdivision in a rural location. It is expected to have footpaths on some sections of the internal road network, to provide for local recreational walking and cycling. It is understood that this is likely to be a limestone path, formed next to a roadside swale.

3. Recommendations

In this context, ECC considers this to be a rural road environment due to the large lot sizes, and recommends that the road lighting design be developed on the basis of a rural environment, rather than an urban one. This should include lighting at:

- Road intersections;
- Cul-de-sac heads;
- Low-radius curves; and
- Points where footpaths cross roads (if not already covered by intersection lighting).

It is not considered necessary for safety purposes to light the footpath network, beyond the points where paths intersect with roads (which will generally be at intersections). The primary purpose of the path network within the subdivision is to provide an opportunity for local recreational use (walking for exercise or visiting another property for example), separated from the traffic carriageway.

The subdivision is entirely residential and recreational path use is expected to occur predominantly during the day. There are no land uses such as shops, commercial activities or public transport stops within or near the subdivision that would reasonably generate a significant number of walking and cycling trips outside of daylight hours.

A rural approach to road lighting is considered to provide an appropriate level of traffic safety and amenity (for path users), in keeping with the rural residential nature and scale of the proposed subdivision.

Regards

George Eivers

END