# Memorandum

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| To: | Nicola Holmes (AC) – Principal Specialist |
| From: | Tessa Craig (AT) – Major Developments Interface Lead |
| Date: | 28 April 2021 |
| Subject: | PRR00036350 – 4 Scott Road, Hobsonville |

## Introduction

Thank you for the opportunity to provide preliminary feedback (with relation to transport matters) on the pre-application of 435 new dwelling with roads to vest, located at 4 Scott Road, Hobsonville.

As part of our initial, preliminary review to Auckland Council (AC), the following draft pre-application documents were reviewed:

- Masterplan roading layout prepared by BDG Architects;
- TPC Preliminary Concept Transport letter dated 1st April 2021.

In providing initial advice pertaining to this draft proposal, the following internal specialist teams were consulted:

- Traffic Engineering;
- AT Stormwater;
- Active Modes;
- PT Metro;
- Design and Standards; and
- Urban Design.

## Site and Proposal

Key details regarding the site and proposal are outlined in the following table (with relation to Transport):

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| Site Address: | 4 Scott Road, Hobsonville |
| AUP Zoning: | Mixed Housing Urban;<br>Mixed Housing Suburban;<br>Single House Zone. |
| AUP Precinct: | Scott Point |
| AUP Controls: | Coastal Inundation (part of site) |
| Proposal: | Covid-19 recovery fast track consent for 435 new dwellings including public roads to vest. The development will exceed to trip generation standards of E27.6.1 of the AUP. |

# Memorandum

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| Layout: |  |

## Preliminary Comments

### *Vision Zero*

Auckland Transport, Auckland Council, Waka Kotahi, NZ Police, Auckland Regional Public Health Service, Accident Compensation Corporation and the Ministry of Transport have committed to becoming Vision Zero organisations. This means moving to a more forgiving road network, where mistakes and crashes do not result in death and/or serious injury. Vision Zero moves the conventional cost vs. benefits toward valuing the benefit of a safer transport network. Vision Zero aims to have zero death and serious injury on the roads by 2050 (https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/).

With this in mind, the roads within the development should have a design speed of 30km/hr and appropriate traffic calming measures to achieve this including vertical and horizontal speed calming measures. Maximise the use of trees to provide shade in summer, contribute and reinforce the residential nature of the proposed streets. Roads A and B could be redefined to avoid encouraging speeding by providing a long/straight stretch of road and introducing bends/curves to help reduce speeds (see red arrows in Figure 2 below). Indented parking spaces should be provided throughout the development.

### *Transport Design Manual*

The Transport Design Manual (TDM) sets out the engineering design requirements for works within the transport corridor. Please note, any future works within an AT transport corridor, or land to vest with AT will need to be designed to comply with the TDM. Design which cannot be executed in accordance with the TDM will require a Departure from Standards, which is at the discretion of AT to approve. The development should be designed in accordance with TDM.

***Road Layout***

Consideration will need to be given as to how Roads A and B intersect with Scott Road and how they interact with any intersections from the development on the north side of Scott Road. It would be useful to see where the roads meet Scott Road in relationship to the retirement village access road on the other side.

The Scott Point Precinct Plan indicates a single connection on to Scott Road from this site. It would be best to reduce the number of vehicular intersections with Scott Road and for a second access onto Scott Road to be a pedestrian/cycle access only (8m accessway) to retain the connectivity benefits. The blue dashed line indicates the critical local road required to be provided both N-S and E-W through the site.

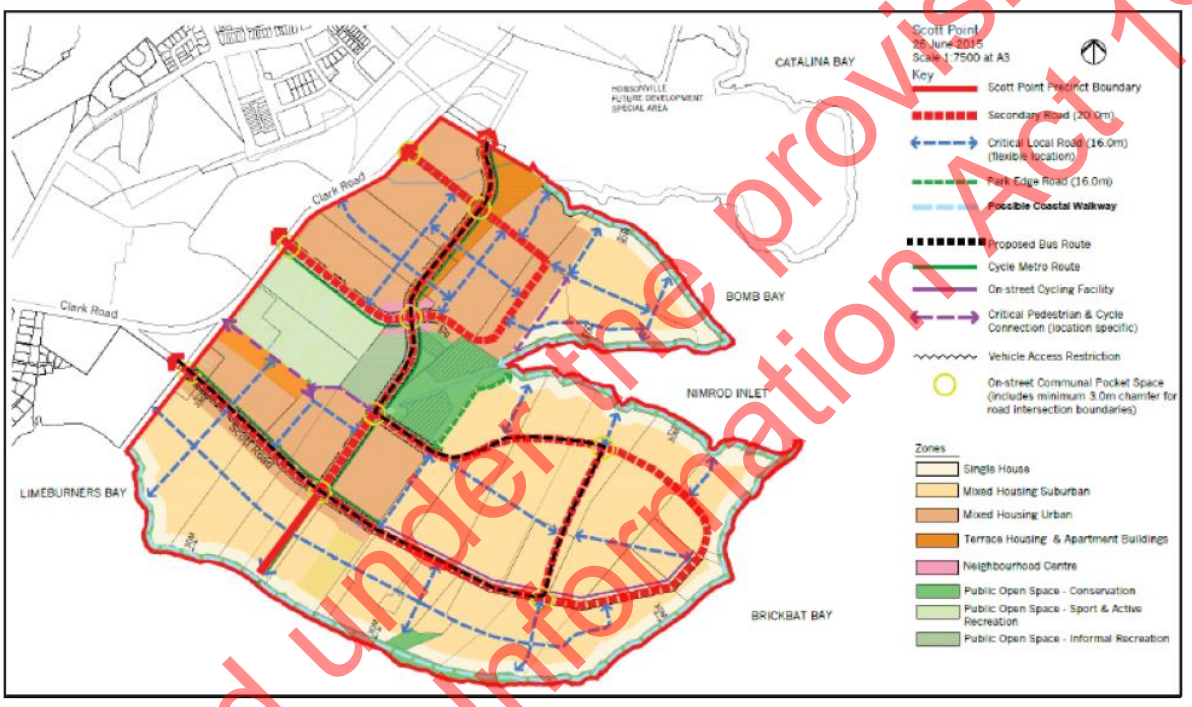


*Figure 1- Scott Point Precinct Plan 2 (fig 4)*

There are three cross-roads internally within the development. These can be problematic from a safety perspective if there are relatively high proportions of through traffic (as opposed to turning traffic) on both roads. These intersections should be designed either as mini-roundabouts or raised intersection treatments. All cross intersections will need to be raised and all intersections will require pedestrian crossings/pram crossings on all arms.

The precinct plan suggests that Road E needs to be extended to southern property boundary, or future proofed in its design to allow extension and connection to the adjacent property to the south as indicated in the precinct plan as a “Critical Local Road(16m)”. The applicant explained at the pre-app meeting that it would be difficult for Road E to tie into the neighbouring properties to the south, whereas the extension of Road A would be able to tie in. A walking and cycling connection should be included where Road E terminates to provide connectivity.

The rear pedestrian access to lots should be redesigned so that they allow for a 2.5m wide minimum connection across proposed blocks and between proposed streets (please see purple arrows below). A minimum 2.5m wide public “Coastal Walkway” as defined in the Scott Point Precinct Plan is required and should ensure the walkway has passive surveillance from

proposed lots facing Limeburner's Bay. Active and passive recreation within the proposed blocks at suggested locations (in green) facing north and opportunities for active recreation within the proposed blocks at suggested locations (in blue) at dead ends could be incorporated.

It is suggested the vehicle crossings located along the black points below be relocated to avoid main roads within this subdivision (suggested to be located to where blue arrows are shown) and to produce a road with potential for slow/safer environment for pedestrians/cyclists.

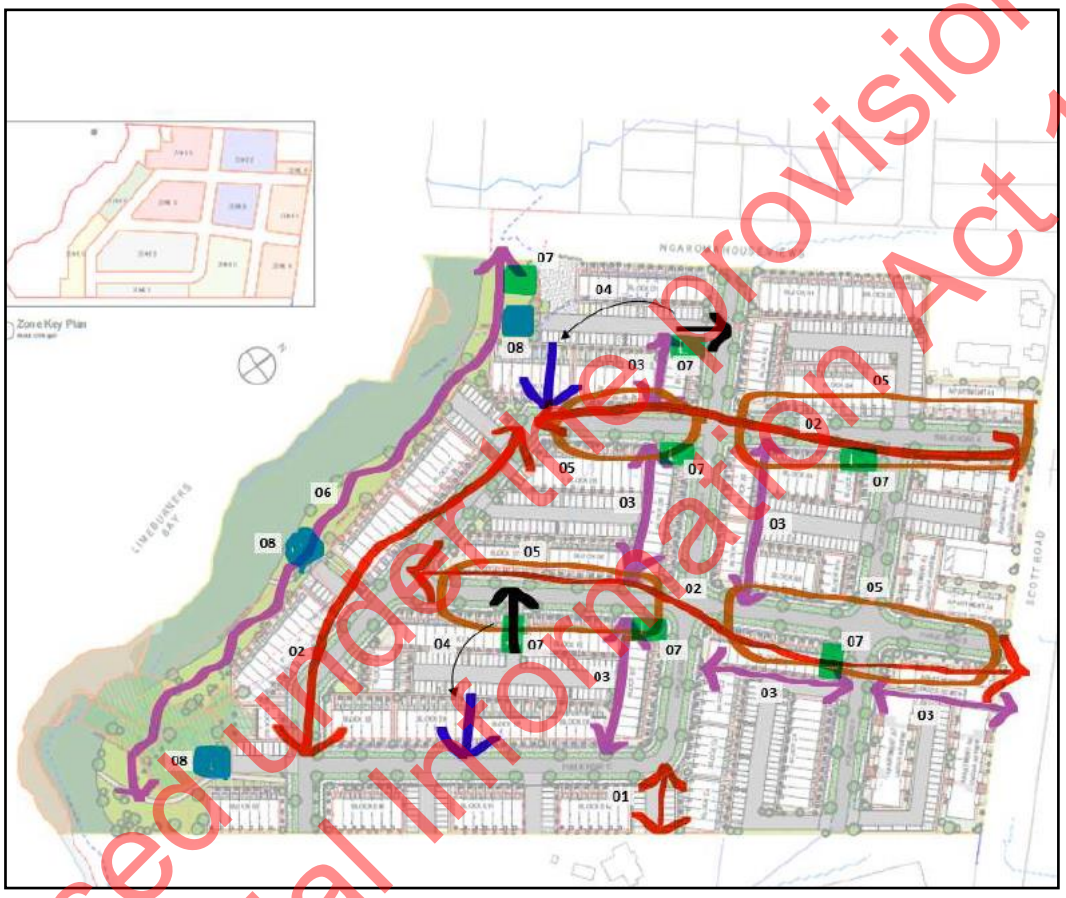


*Figure 2- Mark up of layout plan*

***Road Design***

No back berm is shown on the drawings which would place the footpath hard up against the property boundaries. This does not leave space for light poles and service cabinets / covers or other utilities. More importantly it makes it harder for drivers exiting the JOALs to see pedestrians crossing the driveways. A suggested typical road cross section for development of this sort is:

- 1 m wide back berm each side;
- 1.8 m footpath each side;
- 2.1 m wide front berm (or parking bay) each side; and
- 6 m carriageway with two lanes each three metres wide.

Total 15.8m.

***Scott Road/Ngaroma House/Clark Road Intersection***

Adding extra traffic on the Ngaroma House Views/Clark Road/Scott Road intersection is likely to result in increased crashes at this location because, although the Scott Rd through traffic has priority there will be significant demand for through traffic movements between the two non-priority legs. There is a crest curve at the intersection when viewed from the Ngaroma House Views, approach which is likely to further increase the risk here because drivers on this leg cannot see the whole intersection layout and may not realise they are required to give way.

A roundabout will be required here as a mitigation measure for the development. A suggested plan to demonstrate how this would work is provided below and this would include raised pedestrian and cycle crossings on all arms.

*Figure 3- Sketch to show accommodation of a roundabout at Scott Road/Ngaroma House Views/Clark Road intersection*

***Footpath and Cycle Facility Requirements***

The developer will be required to upgrade the Scott Road and Ngaroma House Views frontages of the site to include kerb and channel, berms, footpath and separated cycle path. The Scott Road upgrades will need to transition to tie into existing facilities. Auckland Transport can provide the required widths of these elements to tie in with surrounding development.

***Rubbish/Waste Serving***

Consideration of how dwellings will have waste serviced needs to be made. If there is a public waste collection, a 10.3m long truck needs to be able to turn around. Bends in the road (for instance Road A outside Block D2 or Road C outside Block C3) need to be checked for vehicle tracking as these are often problem areas on other developments for rubbish truck tracking.

***Stormwater***

The preference is for fewer, larger communal devices and small pre-cast concrete raingardens will no longer be accepted due to the maintenance burden they incur. Rain gardens seem quite small to allow a healthy cluster of planting. Please consider redefining rain garden dimensions to ensure able to preserve moisture for plants. Or consider swales and ponds as alternative. We will not accept proprietary devices.

***Public Transport***

A future bus route will service the development on Scott Road. To enable this, a bus stop (including shelter) will be required to be provided by the developer on their side of Scott Road. Kassel kerbs have been installed on the opposite side of Scott Road and the bus stop would need to tie in with that (nose to tail) with a safe crossing refuge to be included. The bus stop will need to be designed as a floating bus stop to enable safe cycling movements past the bus stop and shelter.

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*Important note to Auckland Council:*
*The views expressed by AT specialists within a preapplication are their preliminary views, made in good faith, on the applicant's proposal. Not all specialists may have reviewed this proposal nor has any specialist conducted a precise review for design and standards compliance. We reserve the right to change and/or add to our comments in the future. The views stated in this document are to be taken as high level and used for guidance only.*