

Dominion Road – Preapplication meeting

Meeting Record

Date	16/9/2020	
Regulatory Team	Name	Role
	Tracey Grant	Project Manager
	Richard Blakey	Processing Planner
	Karin McCoach	Urban Designer
	Matt Collins	Traffic Engineer
	Sarah Jaff	Auckland Transport
	Matthew Richards	Auckland Transport
	Jimin Hong	Auckland Forecasting Centre
	Jacques Jansen Van Rensburg	Auckland Transport
Applicants team	Name	
	John Dalzell	Silk Road Funds
	Sam Goddard	Foodstuffs
	Mat Brown	Warren and Mahoney
	Matt Norwell	Barker & Assoc
	Evita Key	Barker & Assoc
	John Burgess	Traffic Planning Consultants
Purpose	Preapplication meeting for the proposed development on 360-388 Dominion Road and 113 Grange Road	
Limitations	<p>Applicant requested this meeting be limited to Urban Design and Traffic matters only</p> <p>All comments from AT and Council are initial comments only based on a high level assessment of precirculated plans dated 26 August 2020 and draft traffic modelling report dated 10 September 2020.</p>	
Fast Track	<p>John Dalzell advised:</p> <ul style="list-style-type: none"> Applied for Fast Track. Environmental and Economic benefit. Currently being considered as a referred process. <p><i>Post meeting note: Auckland Council has been approached for comment from MfE, and have provided the comments back to MfE within the statutory timeframes (29 September 2020),</i></p>	
Overview of Proposal	<p>Matt Brown advised:</p> <ul style="list-style-type: none"> Overland Flow path – undertaking flood testing currently Applicant owns space over retail shops – upper floor may be refurbished but will remain largely as is Special character area 	

	<ul style="list-style-type: none"> • Key principles are: sleeving supermarket with terrace houses to street, break mass, set back from Dominion Road • Traffic runs through back of site, with service lane etc.. Carpark users and residents are separated. • Two entrances to supermarket – Grange Rd and Prospect Tce. Residential will have own access to Prospect Tce. • Courtyard is pedestrian space – connection to apartments • Prospect and Grange – traditional masonry <p>John Burgess advised</p> <ul style="list-style-type: none"> • Modelling work to date requires two accesses to carpark to enable flexibility to minimise internal traffic • Key intersections are Dominion Rd with Grange Rd and Prospect Tce • Have done trip predictions based on Foodstuffs knowledge • A series of Sidra modelling has been done to-date. Key issues is the right turn onto to Dominion Rd – particularly during the pm peak. • Trip rates that have been used will be conservatively high for this site • High percentage of passby peaks , more share trips (vital part of the commercial), more pedestrians etc.. as residential gets built up. <p>John Dalzell advised:</p> <ul style="list-style-type: none"> • 0.6 carpark for every resident <p>Matt Norwell advised:</p> <ul style="list-style-type: none"> – The set of plans provided has been developed for MFE Fast Track and acknowledge that further detail in plans will be required if proceed through traditional consent process
Traffic discussion	<p>Mat Collins advised:</p> <ul style="list-style-type: none"> • Assessment of Effects needs to be driven by the strategic function of Dominion Road and Pedestrian/Cyclists. Modelling is a secondary consideration • Matt very strongly considers that right turns into and out of side streets won't be available in the long term and there are safety issues – particularly during peak periods • Based on initial consideration, Matt considers left in and left out of those two intersections may be required. • Prospect Terrace, Grange Road, Pace Avenue and Burley Terrace – need to consider these and whether traffic calming is required. • Access point on Grange Road, is close to Dominion road – so if right turns out of Grange Road, will potentially lock up access point. Consider moving the vehicle crossing. <p>Jimin Hong noted that:</p> <ul style="list-style-type: none"> • Existing mid-block Pedestrian crossing on Dominion Road between King Edwards and Burnley needs to be considered in the modelling. • Modelling requirements will be dependent on the general approach that the applicant takes with traffic. If the scope of the development is limited to left in/left out and it is assumed that the right turns in and out of Dominion Road are banned THEN the scope of the modelling will be smaller and Sidra will likely be sufficient. If full movement of these intersections is to be retained, then Sidra alone will be deficient and a

	<p>microsimulation will be required to assess the interactions between the closely spaced intersections. More traffic data will also need to be collected.</p> <p>Sarah Jaff noted</p> <ul style="list-style-type: none"> • Dominion Rd is a current Frequent Transit Network route with bus lanes in both directions. The highest priority modes for the corridor are public transport and walking. It is important that effects of the development and any required mitigation measures do not affect reliability of public transport and prioritise active modes, road safety. • Dominion Rd has highest motorcycle and moped death and serious injury crashes of Arterials in Auckland, mainly as a result of right turns. Road safety here is an important issue that needs to be thoroughly assessed. Road Safety team are currently implementing initial improvements. Additional demand for right turning at the intersections could generate a potential adverse effect on road safety and would need to be sufficiently assessed. • Public transport, pedestrian and cyclist amenity and safety is a priority. • TPC were asked whether double lane exits were proposed, as this was noted in the prelim modelling report. TPC advised no. • All options explored need to take into account all potential effects on the network, functionality of the road, PT reliability, active modes amenity and road safety. • Public Transport looking at potentially catering for double decker along this road. • Post meeting note: Due to the scale of the development, an Integrated Transport Assessment will be required. An ITA and adequate modelling, along with assessment into options, potential mitigation measures, provision for all users, traffic calming, active modes infrastructure and road safety would be required, with inclusive effect on the strategic nature and mode priorities of Dominion Rd. • AT require the applicant to assess all the transportation effects of the proposal and to come up with options to address these effects, including any effects of these options (ITA required). The applicant undertakes the assessment and must put forward the assessment of effects including whether there are effects that need to be avoided, remedied or mitigated. Adverse effects should be mitigated as a last resort and should be avoided in the first instance. <p>John Dalzell advised:</p> <p>Applicant is keen to work with AT regarding the public transport interface with this site and future proofing the site for increased public transport. John to contact Matthew Richards to discuss this aspect further.</p> <p>Matthew Richards noted</p> <p>Matthew Richards advised that applicant must go through AC team for correspondence.</p>
Planning/Urban Design	<p>Matt Norwell advised –</p> <ul style="list-style-type: none"> • Proposal is over the height limit (see pg 45 of plans) • Bulk and location is supported by Rachel de Lambart and John Brown • Open to going to Urban Design Panel • 3Ds provided are very ‘raw’ and acknowledged further detail would be required if proposal is not fast tracked. <p>Karin McCoach advised:</p>

- She will be recommending this proposal goes to the Urban Design Panel. There are available dates in October. She recognises the benefit of appointing Panel members who have experience in Mixed Use developments
- A mixed-use development of this scale and activity is generally supported and encouraged in this location, but there is some matters of detail that she has concerns with
- Entrance to supermarket with Dominion Road – how do you access from the street? Needs to be legal, accessible and safe

Streetscape:

- Karin advised that the apartments are setback to Dominion Road. What happens in the future if the retail is developed in the front? Did you consider building on top of the retail?
- John Dalzell advised – Shops can't build above, because they don't own the airspace. John Brown didn't want the building on top of the retail because of the impact on heritage.
- This is a matter that needs to be considered in the future (a legal restriction may be required to prevent additional structures above the frontage that would impact on the eventual design approach for the residential units facing Dominion Road and in terms of their outlook).

Relationship to Carpark and Podium

Karin noted:

- Terrace units fronting the side streets – how do they back on to the carpark? Applicant advised they about the parking behind, but they will be accessible to the street. Further detail will be required on this.
- How does the podium end when you get to the street? Further detail around the connection to the street including the use of landscaping, is required.

Richard Blakey noted:

- Supermarket greater than 2,000m² – so becomes a discretionary activity and effect on centres required (could use the RD assessment criteria for supermarkets below 2,000m² in the first instance in this respect). Applicant agreed.
- Offices also above the 500m² so application will also require discretionary activity consent for this. Retail tenancies (re 200m² threshold) to be clarified.
- What finish is proposed for the apartments? Design issues and height were an issue at the Panuku Dominion Road site – and will highly likely be identified as an issue here, with a need to create an integrated design outcome and avoid a stacked module approach as currently appears in the 3D drawings – applicant agreed to provide examples from Wynyard Quarter of what is intended in this respect. Detail of the surrounding environment should be incorporated into some of the drawings for context, including with respect to the residential environment adjacent to the site. Also include road reserve features (trees and utilities) with respect to new or amended vehicle crossings as Asset Owner Approvals may be required where such features require removal or relocation.
- Height standard is 11m plus 2m for roof form. This was discussed as part of Panuku Dominion Road – drawings and measurement of infringements should reflect this.

	<ul style="list-style-type: none"> Shadow analysis will be needed and plans showing effects on adjacent character dwellings (note, the Environment Court in <i>Panuku</i> interim decision adopted an approach that compared shading effects with the existing environment, rather than against the height standards). NB: (not related to traffic or urban design but raised here to assist work programming) Construction management should be carefully considered, including draft management plans where appropriate. Noise and vibration effects will need particular assessment if basalt conditions are expected, again noting the matters raised in <i>Panuku</i> – the Court’s final decision may provide some guidance once it is issued.
Closing statements	<p>Agreed actions:</p> <ul style="list-style-type: none"> Council to send through minutes, and additional points Council to advise upcoming UDP Another preapplication meeting with the wider team will be useful Site visit to be arranged through John Dalzell All communication to Council regarding this resource consent application – please cc in Tracey Grant.