

TECHNICAL MEMO

To: Evita Key (Barkers)

From: Michelle Seymour/Leo Hills (Commute)

Date: 6 April 2021

Subject: Application to become a Referred Project under the COVID-19 Recovery (Fast Track Consenting) Act 2020

1 INTRODUCTION

Newmarket Holdings Development Limited Partnership ('NHDLP') proposes to lodge an application for a referred project under the Covid-19 Recovery (Fast-track Consenting) Act 2020 to utilise the fast-track consenting process via an expert consenting panel. We understand that this initial memorandum is required to inform the Minister for the Environment whether to refer the application to an expert consulting panel. If successful, then a more comprehensive assessment would be undertaken to inform the expert consulting panel of the effects of the proposal.

This application relates to the development of a contiguous landholding at 33-37 George Street, 13-15 Morgan Street and 10 Clayton Street, Newmarket.

In support of a Private Plan Change application that is lodged with Auckland Council for the site, Commute completed an Integrated Transport Assessment (ITA) in April 2020. The ITA included an assessment of multiple scenario outcomes for the proposed Plan Change, and including a detailed assessment of parking, traffic generation and access arrangements that could be enabled through the proposed Plan Change.

The following high-level assessment has been completed based on the current application for a referred project which proposes a largely residential development (Scenario C in the Plan Change documentation) which included:

- A ground floor of retail activities of 3,300m² including a supermarket.
- Residential activities above the ground floor, including 324 residential apartments.

2 SITE DESCRIPTION AND PROPOSAL

This high-level transport assessment has been undertaken for a 7,873m² site at 33 - 37 George Street, 13 - 15 Morgan Street and 10 Clayton Street, Newmarket. The site is shown below in **Figure 2-1**.

The zoning of land is Business - Mixed Use.

Figure 2-1: Application Site (Source: Auckland Council GEOMAPS)



3 TRANSPORT ASSESSMENT

3.1 PUBLIC TRANSPORT ENVIRONMENT

The application site is located in Newmarket which is served very well served by public transport – by both bus and passenger rail. Within 350m of the application site this includes the Inner and Outer loop which provide ten-minute frequency routes connecting Newmarket to Britomart, St Lukes, Universities, Newmarket, Mt Eden and Mt Albert, Karangahape Road and Ponsonby.

In terms of passenger rail, the Newmarket Station and Grafton Station are located 800m south and 800m south west, respectively, from the application site. Trains currently operate on 10-minute frequencies and following the completion of CRL, the Newmarket station is expected to be serviced by less than 5-minute train frequencies using a combination of the Henderson – Otahuhu line, Onehunga line and Southern line services. The Grafton Station will be slightly less frequent, with no connection to the Onehunga line.

3.2 WALKING AND CYCLING ENVIRONMENT

Overall, the application site is located in excellent walking proximity (within 1.5km to the site – or 20mins walk) to several key destinations including Parnell Town centre, Newmarket Town Centre, Auckland Domain, University of Auckland and AUT, and three train stations.

The application site is in a cyclable distance (approximately 3km) to key cycling infrastructure in Auckland city centre including Te Ara I Whiti – Lightpath (Pink Path) and the Grafton Gully shared path.

At a localised level there may be opportunities for potential amenity improvements as part of subsequent resource consent applications including:

- Upgrade to crossing facilities on George Street link to Auckland Domain
- Clayton Street upgrades related to pedestrian safety and amenity
- Rationalization of on street parking to accommodate for streetscaping works

3.3 PARKING ASSESSMENT

The proposal for the application site provides for 464 parking spaces to support 324 apartments and 3,300m² of retail activities. These will be allocated as follows:

- 354 parking spaces for the 324 residential units. This results in an average parking provision of 1.1 parking spaces per unit. This complies with Auckland Unitary Plan (AUP) Table E27.6.2.3 Parking rates for area 1, which specifies no minimum, no maximum parking for residential activities. This parking rate is consistent with AUP Table E27.6.2.1 “Maximum parking rates for the Business – City Centre Zone” and is considered appropriate in this location.
- The residual 110 parking spaces will be allocated to retail activities including the supermarket. This results in a parking rate of 1 parking space per 30m² for retail activities. This complies with the minimum parking rate of 1 per 30m² under the AUP Table E27.6.2.3 Parking rates - area 1.

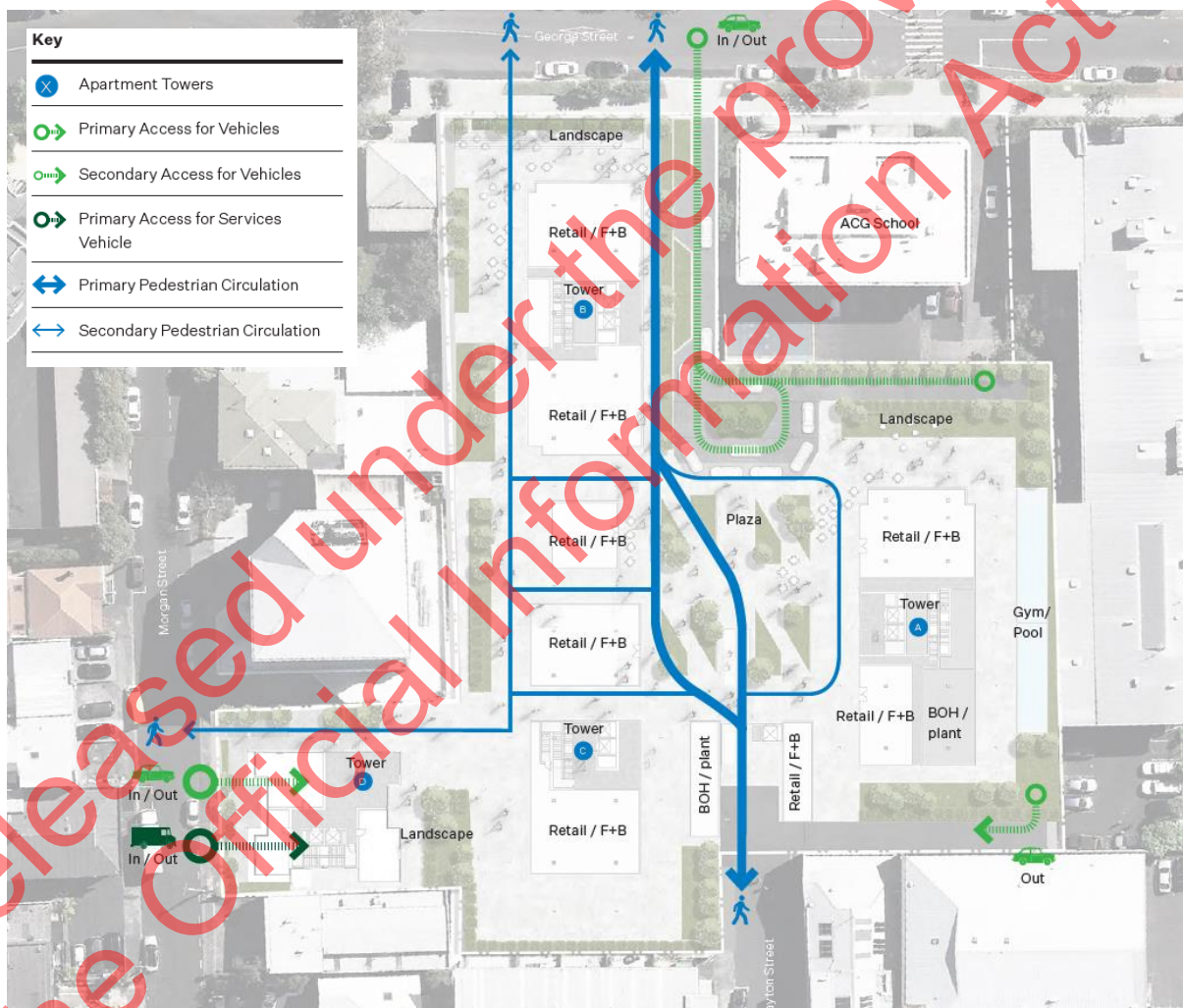
Other parking related to accessible spaces and cycle parking requirements will be provided in accordance with AUP requirements.

The proposed parking provision is considered to support the higher policy aspirations of the Government Policy Statement for Urban Development and the Auckland Plan, specifically the development of intensification of employment and residential opportunities in areas that have excellent public transport and walking and cycling accessibility.

3.4 ACCESS

The proposed access arrangements are shown below in **Figure 3-1**.

Figure 3-1: Proposed Access Arrangements



3.5 PEDESTRIAN ACCESS

As shown in **Figure 3-1**, a pedestrian plaza is proposed to be provided in the centre of the proposed development. Connections to this plaza will be provided from George Street, Clayton Street and Morgan Street. It is proposed that these will be publicly accessible between 7am and 11pm.

This will significantly increase the site permeability for pedestrians, particularly north-south between the Auckland Domain and the Newmarket Centre.

In addition to access from Morgan Street, George Street and Clayton Street a network of pedestrian links will be provided between proposed buildings, providing a finer grain permeability to the site.

3.5.1 VEHICLE ACCESS

The application proposes to provide vehicle access points (see **Figure 3-1**) at George Street, Morgan Street and Clayton Street. A summary of the proposed access points is provided in **Table 3-1** below.

Table 3-1: Proposed Vehicle Access

Access Location	Proposed Function
George Street	<ul style="list-style-type: none"> - Provides for two-way movements. - Provides an area for vehicles to access adjacent to the proposed pedestrian plaza, facilitating pick up and drop off movements. - Provides an entry access to basement parking. - Pedestrian access provided
Morgan Street	<ul style="list-style-type: none"> - Main vehicle access enabling the site frontage on George Street and Clayton Street to have an active frontage. - Two vehicle accesses proposed on Morgan Street to allow for a dedicated access for loading spaces. - Pedestrian access will also be provided on Morgan Street.
Clayton Street	<ul style="list-style-type: none"> - Provides for continued pedestrian permeability between the pedestrian plaza and Newmarket. - Exiting vehicles may utilise this access, and travel down Alma Street to leave the Precinct. However, overall, the access point will primarily be pedestrian focused and no vehicle entrance, or through movements from George Street will be possible.

Overall, vehicle access will be consolidated to central access points from George Street, Morgan Street and Clayton Street. Pedestrian access will be provided through the site with active frontages internal to the site and a central plaza provided.

It is considered that the access arrangement as proposed provides improved pedestrian linkages and increased permeability through the site connecting to the wider Newmarket area.

The provision of three separate vehicle access points, will enable pick up and drop off, separate entrance/exit for retail deliveries, and basement residential parking access to occur independently and safely.

Further assessment of access design will be required in subsequent design stages.

3.6 TRIP GENERATION ASSESSMENT

3.6.1 TRAFFIC GENERATION

The application site is currently subject to a Centre Fringe Office Control. The purpose of the control within the Newmarket area is to support intensification and public transport and recognises that the public transport network provides an alternative means of travel to private vehicles.

In terms of trip generation, the AUP (OP) provides a resource consent requirement for new developments that exceed particular trip generation thresholds. Being subject to the Centre Fringe Office Control, the application site is exempt from this requirement (as per E27.6.1(2)(a)).

Nevertheless, the following assessment has been completed to consider the implications of the proposal on the surrounding road network.

The following table provides an assessment of potential traffic generation in the peak hour from the application site. A summary of the traffic trip rate reasoning is provided in **Table 3-2**. **Table 3-3** outlines the resultant traffic generation estimates for the proposal.

Table 3-2: Summary of Traffic Generation

Land Use	Peak Hour Trip Rate	Comment
Supermarket	2 trips per parking space	Based on location being in Newmarket with wider area supporting retail.
Food and Beverage		
Residential within a Metropolitan sub regional centre	0.29 trips per unit	Trips rate in metropolitan centres, of which Newmarket could arguably be defined as, could be in the range of 0.24 trips per unit.

Table 3-3: Traffic Generation Scenarios

Proposal	3,000m ² Retail	2 trips per parking space	220
	324 residential Units	0.29 trips per apartment	94
Total			314

The application site is estimated to generate 314 vehicles in the peak commuter period. This is a total trip generation for the proposal, and it is noted that the existing trip generation of the application site would result in a net vehicle trip increase of less than 314 trips.

Parking provision has been minimised on the site (as detailed in Section 3.1), which will in turn minimise traffic generation resulting from the proposal.

With the vehicle access dispersed across the application site (as detailed in Section 3.4), traffic generation is expected to be reasonably accommodated within the surrounding road network.

4 CONCLUSIONS/RECOMMENDATIONS

Based on the assessments undertaken in this memo it is concluded that:

- The development proposal on the application site has excellent accessibility to various transport modes and in particular excellent access to high frequency public transport.
- The proposed parking provisions are consistent with policy direction such as the GPS for Urban Development, the Auckland Unitary Plan and appropriately restricts the provision of parking.
- The consolidation of vehicle access to central access points from George Street, Morgan Street and Clayton Street and pedestrian access through the site with active frontages internal to the site and a central plaza, will provide a comprehensive access solution for the site. This provides improved access outcomes including permeability for pedestrians.
- The anticipated trip generation is expected to be reasonably accommodated within the surrounding road network.

Based on the concept design, and the fundamentals of the proposed development in terms of dwelling numbers, proposed parking, servicing and access provisions, we consider the proposed development acceptable and can support the current design moving forward to resource consent stage.

We do not consider there are any traffic or transport planning reasons why this development should not proceed through the fast-track application process.