

# TRANSPORT MEMO – 470 & 476 GREAT SOUTH ROAD & 2 & 8 GATLAND ROAD- FAST TRACK REFERRAL APPLICATION

## 1 INTRODUCTION

Unispot Great South Limited (“the applicant”) proposes to lodge an application for a referred project under the Covid-19 Recovery (Fast-track Consenting) Act 2020 (the “Act”) to utilise the fast-track consenting process via an expert consenting panel. This application relates to the development of a contiguous landholding at 470-476 Great South Road and 2-8 Gatland Road (“the Site”) to construct a comprehensive residential housing development of approximately 340 homes (“the proposal”).

To support the application for a referred project, this memorandum provides a high-level review of the transport aspects of the proposal, including:

- Summary of the proposal and site description;
- High level analysis of traffic impacts;
- Conclusion.

## 2 SITE DESCRIPTION AND PROPOSAL

### 2.1 SITE DESCRIPTION

The site is 6ha in size and is bounded by Great South Road to the west, and Gatland Road in the south. To the north, south and west of the site is existing residential development, currently zoned as Mixed Housing Suburban in the AUP (OIP). The land further to the east is zoned Future Urban. The site is zoned mixed housing urban and also has an area zoned for a neighbourhood centre. This site forms the entire area of 1446 “Gatland Road Precinct” in the Unitary Plan.

Figure 2-1 shows the site location with respect to the existing road network.

**Figure 2-1: Site Location**



Great South Road in the vicinity of the site is classified as Arterial Roads in the AUP (OiP). Great South Road has a road reserve width of approximately 20m and a sealed carriageway of approximately 11m. Between Park Estate Road and Gatland Road, Great South Road provides a single lane in each direction with a flush median that tapers out prior to the intersection with Gatland Road. There are no cycling facilities provided on Great South Road. Pedestrian footpaths are provided on the western side of Great South Road, adjacent to the residential development.

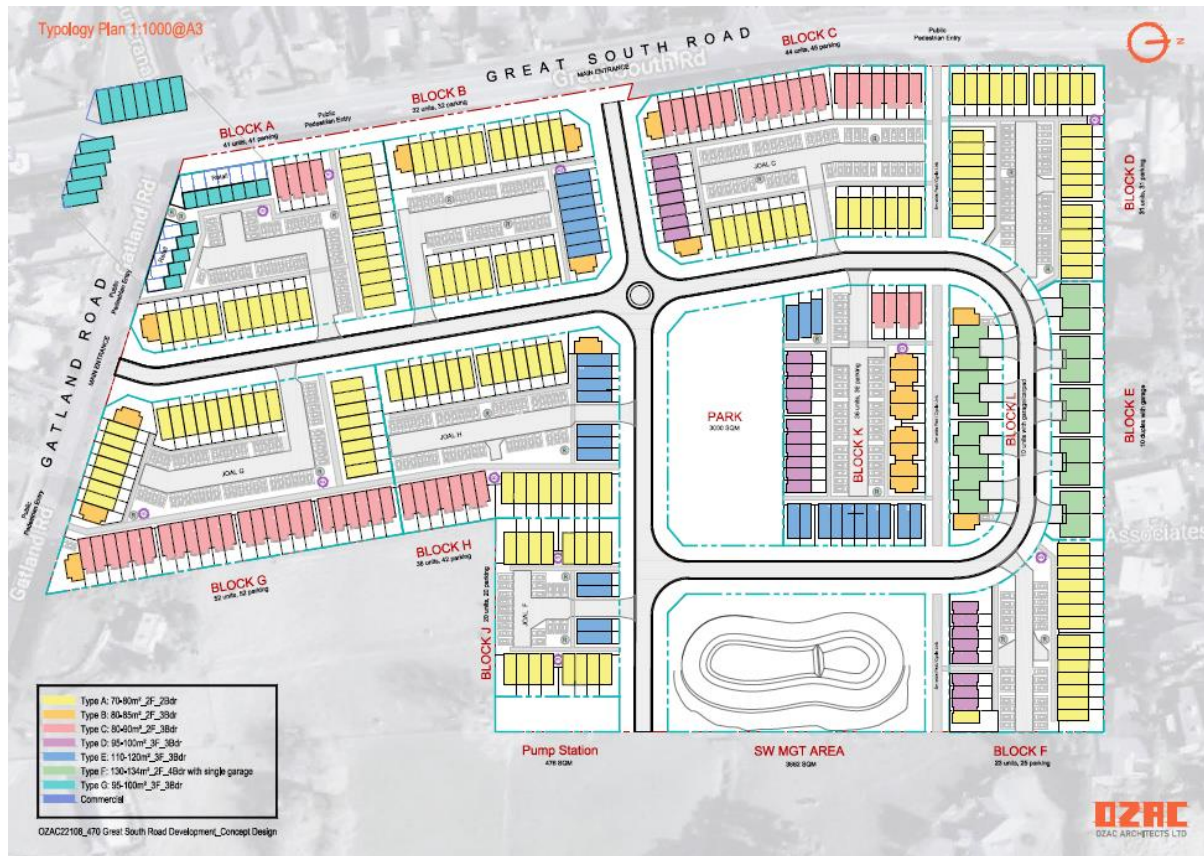
The intersection of Great South Road and Gatland Street is currently stop controlled, and with priority to movements on Great South Road. Great South Road has a posted speed limit of 50km/hr adjacent to the site.

Gatland Road is not classified as an Arterial Road in the AUP (OiP). Gatland Road runs in an east-west direction between Great South Road to the east and currently terminates with a cul de sac. The road reserve width is approximately 20 m with a sealed carriageway of approximately 11 m. Gatland Road is shown within AUP (OP) as continuing through to Sutton Road and then Opaheke Road, via a paper road. There are no footpath facilities on the northern side of Gatland Road, and a narrow footpath on the southern side. There are no cycle facilities provided.

## 2.2 PROPOSAL

The applicant is proposing development of the Site for residential use, with approximately 340 dwelling units anticipated. Figure 2-2 shows the master plan of the proposed development including its internal roading configuration.

**Figure 2-2: Master plan of proposed development**



The proposal includes a new east-west road connecting to Great South Road, as well as a new north-south road connecting to Gatland Road. Following analysis as part of this application, the existing intersection of Great South Road and Gatland Road is proposed to be upgraded to traffic signals as part of the project, as discussed in Section 3.

## 3 HIGH LEVEL ANALYSIS OF TRAFFIC IMPACTS

### 3.1 VEHICLE TRAFFIC

The potential trip generation of development proposals are typically estimated using the predictive models within the RTA Guide<sup>1</sup>. The land use activities proposed within the subdivision are mixed housing urban (5.991 ha). The RTA provides trip guidance for lower density developments with a rate of 0.85 trips per peak hour, or 9 daily trips.

<sup>1</sup> Roads and Traffic Authority of NSW, Guide to Traffic Generating Developments, Version 2.2, October 2002



It is noted that the density of the development is such that a lower trip generation is likely in the longer term, however until more of the area is developed and transport options are provided the higher trip rate above is anticipated. As such, the proposal is anticipated to generate 289 peak hour trips or 3,060 trips per day.

### 3.2 ROADING MITIGATION

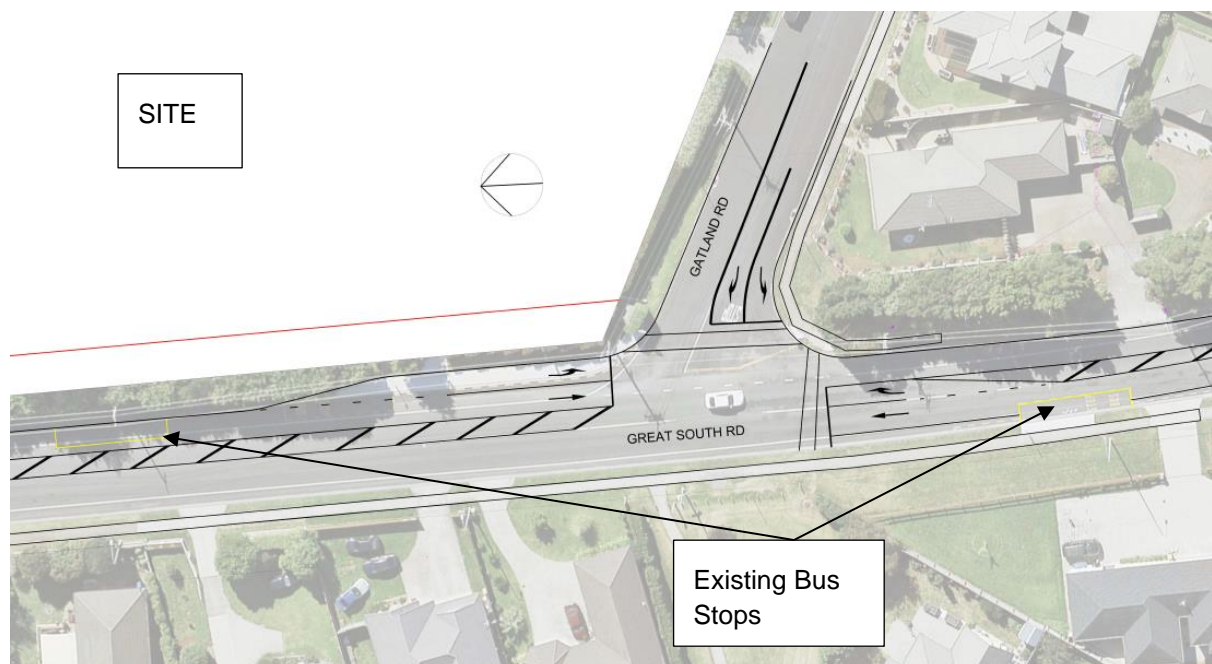
The Site effectively connects to the arterial network in two locations:

- Great South Road / new east-west road (priority intersection)
- Great South Road / Gatland Road (current priority intersection)

A review of both of these intersections has been undertaken using traffic count traffic volume data (taken outside Covid restrictions on the 24 June 2020) and SIDRA intersection analysis. This has included the nearby I445 Gatland and Great South Road Precinct and an allowance for the traffic volumes being recorded near Covid restrictions.

This has shown that the existing intersection of Great South Road / Gatland Road is anticipated to need to be upgraded to a signalised intersection. This upgrade is considered to be beneficial for both vehicle traffic as well as pedestrians and cyclists and is shown conceptually in Figure 3-1 below.

**Figure 3-1: Great South Road / Gatland Road upgrade**



### 3.3 WALKING, CYCLING, & PUBLIC TRANSPORT

As part of development of the Site, new footpaths will be provided along the site frontage portion of Great South Road and Gatland Road, as well as the new roads within the development site. The signalisation of Great South Road / Gatland Road will also facilitate safe pedestrian crossing of these roads including access to nearby bus stops.

In addition to the walking and cycling improvement, it is noted that the frequency of the nearby bus route service 376 between Drury and Papakura Shops, has been identified to operate at 30 minute frequency in the future, with a 15 minute frequency by 2028<sup>2</sup>.

Furthermore, the proposal is anticipated to be a catalyst for transport connectivity in the local area, noting that the surrounding transport network has some existing deficiencies. These deficiencies are:

- Access to public transport – At present the 376 bus route connects to the Papakura Train station (5 minutes away) which in turn connects to wider Auckland. Access to this bus route is limited (crossing Great South Road) and the route operates every 30-60 minutes. With the increase in population together with better access to bus stops (signalised intersection) the proposal will improve access to public transport in the area; and
- Active mode connections to key destinations. Pedestrian and cycle demand from the Site is likely to be focused on key destination in the surrounding area including the local schools like Park Estate School.

## 4 INTERNAL LAYOUT

The proposed internal layout is in accordance with I446 Gatland Road Precinct and specifically I446.9. Precinct Plan. The traffic components of all internal roads meet Table 1 of the I446. It is noted that the east-west “Amenity Link” road does not include the central median however the Precinct Plan notes that “*Median not functionally required but could be provided to accommodate swale/dedicated overland flow path*”. It is understood that this swale / dedicated overland flow path is no longer required and as such this road has been designed as per all other local roads in the site.

No access is provided directly via Great South Road (arterial) and the 5m Road-widening strip has been provided on Great South Road in accordance with I446.9. Precinct Plan. Overall the internal roading layout is considered to be appropriately designed.

## 5 CONCLUSION

The background analysis of the key intersections found that the key intersection of Great South Road / Gatland Road can operate acceptably in the future if it is upgraded from priority control to traffic signals.

There are options available to access the site, noting that the intersection modelling shows with upgrades provided at the intersection of Great South Road and Gatland Road, the network can continue to operate acceptably with the additional development and intersection.

The application has the significant positive benefits of linking the road network in the vicinity of the site for pedestrians, cyclists and supporting the proposal to increase public transport service frequencies.

Overall, we see there to be no traffic or transport planning reasons the preclude the subject sites for being considered for the fast-track consenting process.

11<sup>th</sup> July 2022

Leo Hills **Director**

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<sup>2</sup> Regional Public Transport Plan 2018 – 2028