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Kia ora Earl,

Matai Moana

Transport Appraisal for Fast Track Referral Application

This Transport Appraisal is submitted under the Covid-19 Recovery (Fast Track Consenting) Act 2020, as part of an application to the Minister for the Environment to fast track the resource consent application to develop land at Matai Moana (the "Site") on top of the Miramar peninsula, for primarily residential activity.

This Appraisal has been prepared for the purposes of documenting the key transportation needs and outcomes associated with the proposed development.

Introduction

The proposal Site encompasses the former Wellington Prison and surrounding properties at the northern end of Miramar Peninsula. Access to and through the Site is provided via the established streets of Nevay Road (to the east) and Main Road (to the west), which form a loop around the top of the Site. The overall Site covers approximately 14-hectares, of which only a portion of this is to be developed, with the balance given over to restored landscape and green space.

The Site is zoned 'open space B' under the Operative Wellington City District Plan ("ODP") and 'natural open space' under the Proposed Wellington City District Plan ("PDP").

At this early stage of the application process, our traffic considerations have had a focus on the matters of Site access, the internal transport network, as well as off-site impacts of development Site traffic and potential mitigation.

By way of summary, this Appraisal finds there are no fundamental transport flaws associated with development of the proposal Site for primarily residential purposes, noting that appropriate roading and active mode infrastructure and connections to the adjacent network, delivered at consent stage, will respond to the anticipated transport demands generated at the Site. Travel mode chosen for those residing at or visiting the development will be further supplemented by a proposed Site connection to a new ferry service between Shelly Bay and the CBD.

Existing Transport Environment

The Site is accessed via Nevay Road and Main Road, both of which are classified as 'Local Roads' and therefore have a primary 'access' function. The existing carriageway environment along these two roads varies, with some areas providing sufficient two-way trafficable width and separate footpath, and other areas narrowing (requiring vehicles to use the berm in order to pass) and having no footpath. These

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roads include sufficient road reserve width to allow for carriageway widening and separate footpaths/shared paths to be developed to support a change in land use (such as that currently proposed), to safely accommodate future vehicular and active mode trips, within the current legal road reserve boundary.

A number of existing walking and cycling tracks extend from the Site into the adjacent reserve areas and existing suburban residential catchment to the south, providing active mode links to the wider walking and cycling network and key destinations including nearby schools and the Miramar town centre.

Beyond the Site, Main Road to the south becomes Akaroa Drive (Local Road) and in turn Maupuia Road (Collector Road), before connecting with Miramar Avenue (Principal Road) at a priority tee-intersection to the west of the Miramar town centre. Miramar Avenue functions as the primary access between the Miramar peninsula and the regional highway route, which in turn provides access to Wellington CBD.

Nevay Road, which extends through the eastern portion of the Site, connects with Awa Road (Local Road) and Para Street (Collector Road) to the south, which in turn link with Miramar Avenue.

Available public transport services in the vicinity include local bus routes operating along Nevay Road / Main Road, which provide connection to the Miramar and Kilbirnie suburban centres, and Wellington CBD. It is expected service frequencies will increase in response to development growth in the area.

Growth in the Eastern Suburbs

The 'Our City Tomorrow: Spatial Plan for Wellington City' ("Spatial Plan") is Council's growth strategy for the future, setting out a blueprint for how the city and its surrounding areas will develop. The Spatial Plan indicates up to 3,500 new homes will be needed in the 'eastern suburbs' in the next 25-years to meet the anticipated population growth, with a higher density of development envisaged across the northern part of Miramar, including the area extending towards the Site, in recognition of its strategic location to established schools and amenities. In this regard, a proposed cable car and ferry connection between the Site and the CBD (via Shelly Bay) will serve to displace Site-related vehicle trips on the road network, and support more sustainable travel behaviours.

The Development Proposal

The proposal plans provide for subdivision and development of approximately 700 new dwellings comprising a mixture of typologies and housing choice, including standalone units, townhouses and apartment buildings. In addition, provision for some small local commercial activity i.e. dairy / café (that would reduce the need for short vehicle trips into the Miramar town centre), along with visitor / public recreation facilities has been allowed for within the scheme plan.

With this scale of development, it is proper that transport improvements are provided on the immediate public road network to ensure the level of vehicular and non-vehicular demands are safely and appropriately accommodated. In addition, a new multi-modal internal movement network will be delivered to serve the transport demands generated at the Site.

The key transport components that are proposed to support the Site development can be summarised as follows:

- proposed widening and upgrading of the current Main Road and Nevay Road route to a standard commensurate with the new transport function it will serve as the Site is developed;

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- a series of new internal roads and shared laneways serving the various Site precinct areas, which connect with the primary Main Road / Nevay Road circulation loop;
- on-site car parking to support the residential and non-residential activities, ensuring demand can be appropriately accommodated off-street and without introducing any safety or capacity issues on the adjacent public road network;
- active mode connections, including walking and cycling links within the Site that in turn connect with the wider off-site network of trails and footpaths. As noted above, a footpath will be provided along the Main Road / Nevay Road alignment, providing connectivity to the broader walking network that in turn accesses key destinations to the south, including schools and the Miramar town centre; and
- a public cable car connection between the northern end of the Site and Shelly Bay, that will provide access to a ferry service link between Shelly Bay wharf and the CBD, providing an important and purposeful sustainable transport choice for both residents and visitors.

The overall Site layout and supporting transport infrastructure is shown within the Athfield Architects Scheme Plan provided in the wider documentation.

Both the proposed upgrades to the current public roads and the new internal Site movement network have been designed to provide a legible and well-connected development, supporting both vehicular and active mode trips. This infrastructure will be designed in accordance with the latest industry standard NZS4404:2010 'Land Development and Subdivision Infrastructure' and the Councils 'Code of Practice for Land Development', inclusive of appropriate provision for both vehicular and active mode users.

Transport Demands

Once fully developed the Site is forecast to generate around 5,000 vehicles per day, with these trips distributing onto the network via Nevay Road and Main Road.

Such traffic additions are anticipated to require some form of intervention at local intersections on the network, to increase capacity and accommodate Site traffic safely and efficiently, noting the uptake of alternate transport modes including bus or the proposed Shelly Bay Ferry service will serve to suppress 'vehicle trips' overall.

For the broader transport network, background traffic growth generated by new land use activity such as that proposed here and anticipated by the Spatial Plan, forms part of the broader transport initiatives currently being addressed by the Let's Get Wellington Moving ("LGWM") project. For the eastern suburbs, LGWM includes a new Mass Rapid Transit ("MRT") line between Miramar and the CBD that will provide a step change in both capacity and level of service for those choosing public transport, with the type of strategic growth envisaged at the Site serving to support the investment made in MRT infrastructure by LGWM.

Scope of Future Transport Assessments

It is expected the proposed scale of residential subdivision would require a traffic modelling assessment to determine the scale of impacts on the surrounding network and level of intervention needed. This will be provided with the fast-track application, should the requested referral be approved. At this stage, any modelling analysis is expected to focus on the Maupuia Road / Miramar Avenue tee-intersection, to determine appropriate mitigation works that will need to be implemented to maintain appropriate Levels of Service as the Site is developed over time. Any upgrades at this intersection will need to be

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considered in the context of the adjacent intersections, to ensure an appropriate corridor outcome can be achieved.

Guided by the District Plan Rules, a Traffic Report assessment will need to be undertaken as part of any subsequent applications for development within the Site, to address any adverse traffic effects that may arise on the transport network. Detailed analysis at this next stage will ensure network capacity and safety can be maintained, with such applications needing to be considered against the District Plan's key Transport Policies and the Council's Code of Practice standards, including in relation to active mode infrastructure and connectivity to the public transport services nearby.

As above, widening and upgrading of the Main Road / Nevay Road carriageways is proposed to be undertaken to an appropriate standard capable of accommodating the forecast traffic additions, and will be timed to coincide with development of the Site. This design for the road upgrading will be developed in collaboration with Council.

Conclusion

The Council's Spatial Plan includes a vision for growth within the eastern suburbs that will benefit from the proximity to established suburban centres (at Miramar and Kilbirnie), and support the public transport investment in MRT delivered through the LGWM programme. The proposal's 700 new dwellings will provide a large portion of the anticipated new housing stock required to meet the forecast population uplift.

The Site's proposed internal transport connections and infrastructure, along with off-site mitigation, will ensure a safe and appropriate outcome can be achieved for all transport modes, noting the purposeful inclusion of a convenient connection to the Shelly Bay wharf and ferry service link to the CBD will provide associated benefits in supporting sustainable travel habits.

From a transport perspective, the effects of additional traffic activity generated by development of the Site as proposed can be appropriately managed and mitigated.

Ngā mihi,

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