

27 February 2023

Project/File: 310204814

Mr T Jones

Hamilton Campground Ltd
PO Box 305002
Triton Plaza
North Shore City 0757

Dear Tristan

Reference: Fast-Track application for Peachgrove Mixed-use precinct at Corner of Peachgrove and Ruakura Roads, Hamilton

Hamilton Campground Ltd ("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. The applicant has asked Stantec to provide a high-level review of the traffic and transport effects pertaining to a development proposal at the corner of Peachgrove Road and Ruakura Road, Hamilton and indicate whether there are any traffic or transport planning reasons that preclude the subject sites from being considered for the fast-track consenting process.

The relevant matters are described and assessed in the following sections.

1 Development Proposal

Hamilton Campground Ltd proposes to develop around 2.7ha of land on the corner of Peachgrove and Ruakura Roads, Hamilton, into a maximum of 170 residential units, an up to 150-key hotel complex, a retail activity with a gross floor area ("GFA") of up to 100m² and a gym with a GFA of up to 1000m² using the Covid-19 fast-track consent process. The site is arranged with access to both street frontages and a high degree of multi-modal accessibility both across the site and integrating with the adjacent road network.

2 Transport Environment

2.1 Existing Transport Network

Both Peachgrove Road and Ruakura Road are classified as Minor Arterial Transport Corridors in the Hamilton City Council ("HCC") District Plan (the "Plan").

The national MobileRoad database indicates the following traffic movements on each road frontage:

- Ruakura Road: 17,500 vehicles per day ("vpd") (June 2021); and
- Peachgrove Road: 9,100 vpd (June 2021).

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As Minor Arterial Transport Corridors, both Ruakura Road and Peachgrove Road have the capacity to service the proposed development without the need for upgrading / widening.

Locally, the signalised intersection of Ruakura Road and Peachgrove Road provides for safe and managed pedestrian crossing movements. A separate signalised pedestrian crossing place is also established on the Ruakura Road frontage just east of the site. There are well-established pedestrian and dedicated cycle facilities on both street frontages, and vehicular traffic access is currently established on both frontages of the site. The road environment is established, with street lighting supporting local movement outcomes safely.

2.2 Road Safety

A high level assessment of the local road safety environment has been undertaken using the Waka Kotahi National Crash Analysis System. By way of summary, the crash record appears consistent with expectations for a high-volume signalised intersection. There are no recurrent serious incident factors to indicate an adverse operating environment or one with the potential to be adversely affected by the introduction of further movements.

2.3 Existing Public Transport

Bus stops and supporting shelter infrastructure is located on both sides of the road corridors on both frontages of the site. Overall, there is full accessibility and regular bus servicing involving public buses in the order of every 15 minutes across one or other of the site frontages. Further, with the Government's bus electrification plan under the emissions reduction plan, the bus system will provide a low to nil emissions travel option for residents/visitors at the site. As the surrounding bus stops are sheltered, no upgrades to bus stops are required as part of the development.

2.4 Existing Pedestrian, Cycle and Micro-mobility

Observation of the local environment indicates a comprehensive pedestrian and dedicated cycleway network adjoins the site frontages. The signalised intersection provides for safe pedestrian crossing across both road frontages, and additionally, there is an existing signalised mid-block pedestrian crossing located on the site's Ruakura Road frontage, providing for high degrees of accessibility across the local road network.

The Hamilton Eastern Pathways project (Te Ara o te Rawhiti) intends further enhancement to these facilities on the site's road frontages, with the planned works including:

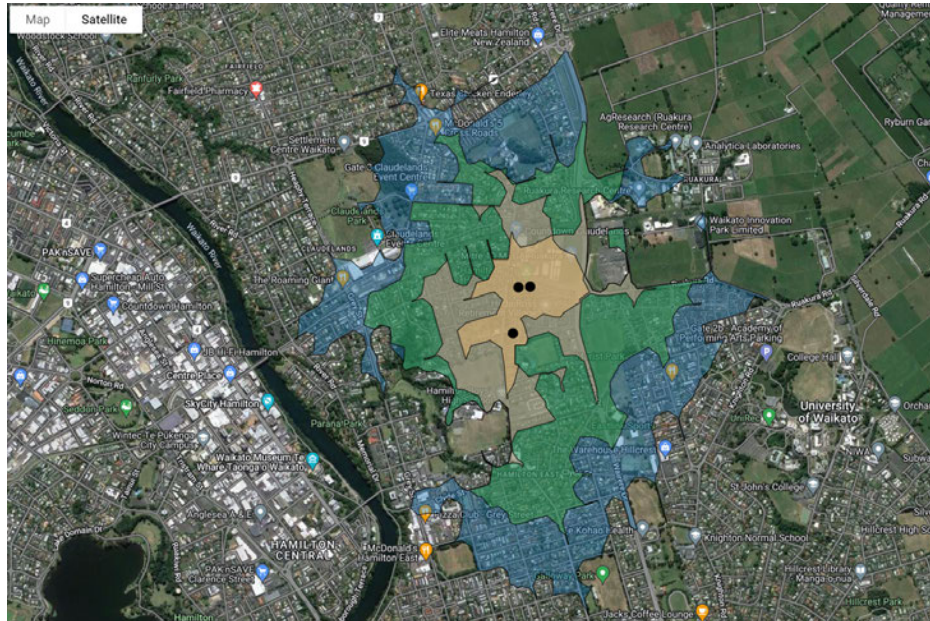
- raised table crossing places;
- widened and improved shared pathways across both site frontages, linking with schools along the full length of the Peachgrove Road corridor and also along the Ruakura Road frontage, linking west toward the city centre and east towards the University; and
- improvements to the bus stop arrangements and infrastructure along the site frontages.

The E-scoot and E-skate programme similarly intends a range of targeted initiatives to improve travel options for these modes within the Eastern Pathways programme of work.

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The following Figure shows the 20 minute accessibility isochrones for pedestrian movement extending from the site, represented by the black dots at the centre of the image). This illustrates 20 minute accessibility to a wide range of key services and employment areas, including the AgResearch and Waikato Innovation Park areas, as well as the edge of the Hamilton East shopping centre, where walking is the selected mode.

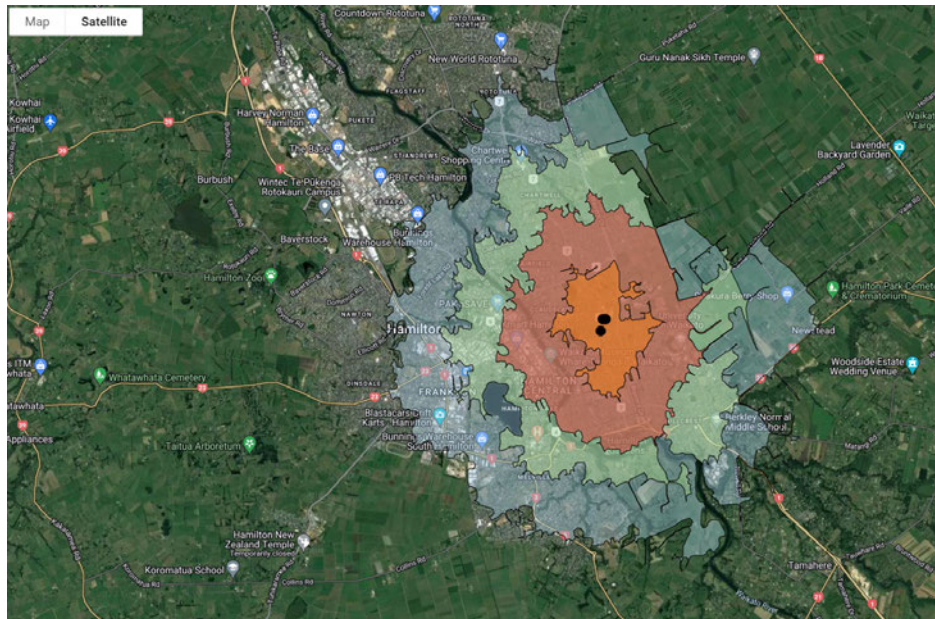
Figure 1: 20 Minute Walking Isochrone to/from the Site



The following Figure represents movement reach by bicycle. The Figure shows extended cycle and micro-mobility accessibility for much of the southern half of Hamilton City. This includes 10 minute accessibility to the University of Waikato as well as the Hamilton CBD area. Future access extends south into the Peacockes future growth cell area and access extends west to the Frankton employment area. The eastern employment areas, including the Ruakura SuperHub, Innovation Park, AgResearch and the future Ruakura Industrial areas, are all readily accessible within a 10 to 20 minute cycle to/from the site.

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Figure 2: 20 Minute Cycling Isochrone to/from the Site



3 Trip Demand and Effects Management

3.1 Existing Site Baseline Trips

An estimate of the potential peak trip demand resulting from the existing Hamilton City Holiday Park indicates the current site trip generation is expected to generate approximately 147 vehicle movements (two-way total) in the peak hour periods.

3.2 Proposed Development Trips and Network Effects

The proposal is assessed as generating in the order of approximately 442 vehicle movements (two-way total) in the peak hour.

With regard to these distributional effects (by arrival/departure to each frontage and then by turning movements at the first intersection), the generated additional demands are expected to be readily accommodated within the existing environment without the need for additional transport capacity.

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4 Transport Effects

4.1 On-site

Based on the high-level review of the concept development plans, the site area is readily able to accommodate the building structures with sufficient area to support the intended movement networks for pedestrians, cyclists and cars, as well as the servicing/loading demands and waste collection functions required. Dedicated loading and servicing areas can be established on the site to support the commercial facilities as well as the demands expected to be generated by the residential activities.

4.2 Access

The concept plan indicates site access to each of the road frontages, minimising the impact of transport demands on the network. The access on Ruakura Road is shown as being capable of providing a safe separation from the adjacent Peachgrove Road signalised intersection (about 130m to the west) and is also appropriately separated from the signalised pedestrian crossing to the east. Sight distances are in excess of the safe minimum requirements.

The principal site access is generally centrally located along the site's Peachgrove Road frontage (approximately 140m south of the Ruakura Road signalised intersection). A crossing in this location is preferred because it is safely separated from the intersection movements at both Bains Avenue and James Street. Safe sight lines are achievable at the crossing. The detailed design of this crossing is likely to require a minor relocation of the existing bus stop.

4.3 Pedestrian, Cycle & Micro-mobility Accessibility

In addition to the high degree of pedestrian, cycle and micro-mobility access that is established on the adjacent street frontages and within the site, the proposed development concept incorporates:

- A multi-modal plaza which is planned to provide the capability for multi-modal parking including and for bicycles, e-bikes/e-scooters;
- A highly permeable and accessible range of multi-modal paths. These are intended to be wider than standard footpaths to safely provide for shared user demand generated by pedestrians, cyclists and micro-mobility users; and
- Safe and secure areas are shown for bicycle storage and lock-up (and potentially for the provision of electric bike recharging and the consideration of supporting bicycle repair and maintenance stations). For those dwellings with garage spaces, these can be located within the garage space and will be able to be established with access to electrical recharging points.

Overall, a high degree of accessibility, end of trip facility and safety is planned to support pedestrian, cycle and micro-mobility mode uptake, minimise the need for short vehicle trips and actively contribute to the Government's overall emissions reduction targets.

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4.4 Parking

The proposal intends to provide a parking supply for the site that supports reasonable living accessibility.

For the most part, accommodation is planned to be supported by the public transport, micro-mobility and other ride-share services including the Flex rideshare service, Uber, Taxi and other commercial suppliers.

5 Conclusions

This assessment has considered and described at a high level the overall transport performance expectations of the development proposal.

The site's location has been established as being highly accessible with respect to employment, education, recreation, social, retail and commercial areas of the city. In particular, the site is accessible by alternative transport modes and is not reliant on motor-vehicle travel.

Initial evaluations have identified that the proposed development is not expected to necessitate any significant road network intervention by way of transport effects mitigation. It can be concluded that the proposed development and its multi-modal transport provisions can appropriately integrate with the surrounding transport network.

Overall, there are no traffic or transport planning reasons that preclude the subject sites from being considered for the fast-track consenting process.

I trust that the above provides sufficient information. However, should you have any further queries in relation to the above, we would be happy to discuss further if needed.

Ngā mihi nui,

STANTEC NEW ZEALAND



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