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Kia ora Brendan,

Plimmerton Farm Development

This Transport Appraisal is submitted under the Covid-19 Recovery (Fast Track Consenting) Act 2020, as part of a referral application to the Minister for the Environment to fast track the resource consent application to develop a portion of land within the area known as 'Plimmerton Farm' (the "Site"), to the northeast of Plimmerton, for residential activity.

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

1 Introduction

The proposal Site encompasses land immediately northeast of Plimmerton, and approximately 6km north of the Porirua City, which is currently a pastoral farm. Access to the Site is via James Street, which forms the Site's southern boundary and in turn connects with State Highway 59 ("SH59") via a four-arm roundabout to the west. To the south is the established suburb of Camborne, to the west is the Plimmerton suburb and local shopping area, whilst land to the north and east is generally farmland.

Following the Council led Plan Change 18 'Plimmerton Farm' ("PC18"), which was approved and adopted in May 2021, the proposal Site was rezoned from 'Rural Zone' to 'Plimmerton Farm Zone' ("PFZ") under the Operative District Plan ("ODP"). This zoning envisages a predominantly residential development across the Site. Council is currently proposing to rezone a portion of Precinct A to high density and the balance of Precinct A and Precinct B to medium density residential in order to meet the Council's obligations under the National Policy Statement for Urban Development ("NPS-UD"), and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.

Stantec were involved in the development of the proposal and as part of this referral 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. With respect to the immediate Site frontage, the adjacent SH59 (formerly SH1) has experienced a key transport change in the last 12-months, with the opening of the Transmission Gully Motorway ("TGM") in March 2022, which triggered a step reduction in traffic volumes as vehicles transferred to use the new TGM alignment. This reduction presents opportunities to accommodate growth in local traffic as well as support improved active mode connectivity between emerging development areas and Plimmerton centre, including the key public transport node of Plimmerton rail station. In addition, the programmed increase in train frequency, which is in part enabled by the new turnback currently being constructed at Plimmerton station, represents an improvement for public transport access to key destinations including Porirua and Wellington.

Reference: Plimmerton Farm Development

By way of summary, this Appraisal finds there are no fundamental transport constraints associated with the proposed development, noting that the proposal plans incorporate Site access and an internal roading network that aligns with the PFZ transport provisions, and that appropriate roading and active mode infrastructure and connections to the adjacent networks can be delivered at consent stage. Importantly, active mode linkages to the nearby Plimmerton rail station will serve to promote sustainable travel behaviours at the Site.

2 Council's Growth Strategy

The 'Porirua Growth Strategy 2048' ("PGS") is the Council's guiding framework for how the city and wider district will be developed over the next 25-years. It takes account of a range of housing options, how the natural environment can be suitably protected in delivering the new housing stock required to keep pace with anticipated future growth, and how to ensure transport options that serve the new development are optimised to reduce reliance on private vehicle use. The PGS indicates the district's 'medium forecast' population growth will involve an increase of 15,000¹ people over the next 25-years. This population uplift will trigger the need for substantial new housing stock.

Plimmerton Farm has long been identified as part of Council's 'Northern Growth Area', most recently signalled by rezoning through PC18 which anticipated an indicative yield of approximately 2,000 new dwellings across the PFZ as a whole. Such provision constitutes a substantive proportion of the district's housing stock that will be required to accommodate the forecast population growth identified in the PGS.

The southern portion of the PFZ covered by this application comprises the area closest to the Plimmerton shopping area and the key public transport node of Plimmerton rail station. From a strategic perspective then the application recognises the advantages of providing residential activity proximate to public transport services, noting that where more people live near rail stations and connected active mode routes, it is more likely they will leave the car at home and travel by another mode.

3 The Transport System

The transport network in the immediate vicinity of the Site has undergone a significant change following the opening of the TGM in early 2022. Prior to this, SH59 that forms the Site's western boundary operated as SH1. The opening of the TGM and transferral of the SH1 status and the majority of north-south regional trips to this new inland motorway, has resulted in daily traffic volumes adjacent to the Site on SH59 reducing by around 75%. This step reduction in traffic volumes on the immediate network presents opportunities to accommodate new traffic from local activity growth, such as that proposed here.

Access to the proposal Site will be achieved off James Street, which connects off SH59 via a four-arm roundabout (adjacent to the proposal Site). Whilst new intersections between the Site and SH59 to the north of the James Street roundabout are envisaged and provided for within the ODP provisions triggered by continued staged development within the wider PFZ, all traffic generated by the proposed scale of residential activity provided for in this application can be accommodated via the James Street access.

¹ Medium growth forecast by Forecast ID and Stats NZ

Reference: Plimmerton Farm Development

Available public transport services in the vicinity include the frequent rail services operating from Plimmerton station (approximately 500-800m walk from the Site), which link through to Paraparaumu and Waikanae to the north, and Porirua and Wellington to the south.

A number of existing walking and cycling routes are available within the area surrounding the Site, including the off-road shared path (Harakeke Path) that runs along the western side of SH59, which in turn connects with the Plimmerton central area and rail station via an underpass. Footpaths are provided on both sides of SH59 south of James Street, and the southern side of James Street itself. To the south of the James Street roundabout, provision for active mode users to cross the SH59 carriageway is provided in the form of a median refuge crossing, a pedestrian overbridge, or via the signalised intersection with Grays Road. Recommended improvements for active users from the Site to cross SH59 are detailed below.

4 The Proposal

The proposal plans provide for the subdivision and development of approximately 880 new dwellings, comprising a mixture of housing typologies including standalone dwellings, townhouses, and apartment buildings. The key transport components that are proposed to support the Site development can be summarised as follows:

- all vehicular access to and from the Site is proposed off James Street, with the new site access road lending itself to a priority change, with traffic travelling between the roundabout and the Site having priority;
- a series of new internal roads including a main north-south spine connection off James Street that will in turn connect with a series of local roads and neighbourhood streets that distribute traffic across the various development areas;
- provision for active mode users including roadside footpaths, shared paths, as well as off-road walking and cycling trails that provide more direct connection between development areas; and,
- provision of a controlled pedestrian / cycle crossing on SH59 to the south of the James Street roundabout, to facilitate safe active mode connection between the Site and the nearby Plimmerton rail station / shopping area.

The Overall Development Plan ("ODP") of the Site layout and supporting transport infrastructure is shown within the architect's drawings accompanying the application.

In addition to the 880 new residential dwellings, the plans provide for the creation of three new Superlots that would allow future development of a primary school (to the north), retirement village (to the northeast), and supporting commercial area including a local supermarket and ancillary retail activities (adjacent to James Street/SH59), although activity development on these superlots and associated traffic are not part of this application.

Stantec has been actively involved in developing the proposed internal movement network, which is designed to provide a legible and well-connected development consistent with the precinct plan approved as part of PC18 and now incorporated into the ODP. The new transport infrastructure included in the ODP has been designed to accommodate the PFZ specific roading typologies, which in turn draw from the latest industry standards and best practice guidance of NZS4404:2010 "Land Development and Subdivision Infrastructure". Further detail on the specific PFZ road typologies adopted within each of the development areas will be detailed through the subsequent Fast Track application

Reference: Plimmerton Farm Development

assessment. As described above, provision for active mode users will serve to ensure sustainable transport choice is both supported and promoted, particularly for trips to the nearby Plimmerton centre and rail station, in line with the PFZ objectives for the Site.

5 Scope of Future Transport Assessments

Given the scale of development proposed, a traffic modelling assessment to determine any associated adverse impacts on the surrounding network, using the Council's district wide transport model, is likely to be required to inform the subsequent Fast Track application. Noting the step change reduction in traffic on the adjacent SH59 route following migration of traffic to the new TGM, there is now substantial residual capacity on the immediate transport corridor and connecting routes to accommodate new traffic, such as that related to the proposal Site. Therefore, it is not anticipated there would be any significant adverse effects warranting substantial mitigation arising from the introduction of the development traffic on the adjacent network.

Notwithstanding, assessment of the traffic generated by the proposed 880 new dwellings at the immediate network connection of the James Street / SH59 roundabout shows the intersection has sufficient capacity to accommodate the additional trips, without the need for immediate intervention or upgrading.

In line with the District Plan's PFZ rules and standards, any proposal that includes new roads and any activity that includes more than 60 dwellings (being a high trip generator), requires the preparation of an Integrated Transport Assessment ("ITA") to address any adverse effects the development may have on the adjacent transport network. This ITA will need to be undertaken against the PFZ transport policies and objectives, including in relation to the requirement for active mode infrastructure and connectivity to the key public transport node of Plimmerton rail station, with the detailed analysis at this next stage needing to ensure that the safe and efficient operation of the network can be maintained.

6 Conclusion

The inclusion of the Site in the Council's Northern Growth Area and recent rezoning through Plan Change 18 to allow residential subdivision activity, signals the intent for extension of the existing suburbs of Plimmerton and Camborne north through the Site. The 880 new dwellings to be delivered by the proposal represents a significant contribution to the required new housing stock identified by the Council's PGS.

Recent investment in the strategic transport infrastructure of Transmission Gully Motorway has led to a step-reduction in traffic on the roads in the vicinity of the Site, which presents an opportunity to accommodate new development growth without requiring significant roading upgrades.

The Site's proposed transport infrastructure and associated connection to the external network will ensure a safe and appropriate outcome can be achieved for all transport modes, noting the proximity of the Plimmerton rail station strongly supports sustainable travel choice.

Reference: Plimmerton Farm Development

From a transport perspective, the effects of the additional traffic activity generated by the proposed residential development of land within the Site can be appropriately avoided, remedied, or mitigated. As described, it is not anticipated there would be any significant adverse effects warranting substantial mitigation arising from the introduction of the development traffic on the adjacent network.

Ngā mihi,

STANTEC NEW ZEALAND

A handwritten signature in black ink, appearing to read 'Jamie Whittaker', written over a light blue horizontal line.

Jamie Whittaker

Principal Transportation Planner