

01 March 2023

Project/File: 310205523

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Dear Jarod

Reference: Fast-Track application for The Pitau – 53 to 61B Pitau Road, Mt Maunganui

The Pitau LP (“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 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 traffic and transport matters are described and assessed in the following sections.

1 Development Proposal

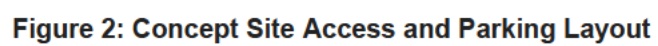
The proposed development includes 167 apartments for independent living, 60 aged care units and ancillary facilities, such as a dining area, library, gym etc. The proposed site location is shown on **Figure 1**.

The building is planned to have six (6) floors with basement parking. The proposed site plan is shown on **Figure 2**. It is located wholly within the Tauranga urban area serviced by local urban roads. There are no state highway or Waka Kotahi managed corridors in the area.

The proposed facility is to be developed over 4 stages. Stages 1, 2 and 4 include the development of the apartments, while stage 3 involves development of the age care facility. Vehicular access to the primary basement parking area is intended off Pitau Road, a Local Road appropriate for this intended purpose. It has been located near to the western end of the site to minimise traffic movement impacts on Pitau Street.

Access porte-cochere facilities are planned to support the apartment living and the aged care facility independently. A separate, enclosed loading and servicing facility is located at the eastern edge of the site, where all access and manoeuvring activities will be internalised to the site. Movements to and from Pitau Road are safely provided for in a forward-facing direction.

The proposal intends safely separated independent access for pedestrians, cycle (including e-bikes) and mobility scooters. Secure parking and where needed, charging is proposed in the basement area for bicycles and mobility scooters together with locker facilities. The applicant also intends the purchase and operation of a fleet of 20 electric vehicles to minimise the need for independent motor vehicle ownership and reduce the operating carbon footprint of the facility.



Reference: Fast-Track application for Integrated development proposal at Corner of Peachgrove and Ruakura Roads, Hamilton

2 Transport Environment

2.1 Existing Transport Network

Pitau Road is classified as a Local Road in the City Plan and as an Access Road under the Waka Kotahi One Network Road Classification (ONRC). These roads have a primary purpose of enabling access to property and are well aligned with the proposed access arrangement. Pitau Road connects with Grove Road (an Access Road) in the north and Sutherland Avenue (a Secondary Collector Road) in the south, based on the ONRC.

These streets are low volume local streets, currently sign posted within the urban 50km/h environment. The intersections each have compliant sight lines supporting safe turning movements. The site side of both Pitau Road and Grove Road have a formed concrete path supporting safe pedestrian movement.

2.2 Road Safety

The Waka Kotahi Crash Assessment System (CAS) has been used to investigate the road safety record of roads within the vicinity of the site since 2017, i.e.: the most recent 5 years period. The following Figure shows that no crashes were recorded at or near the intersection of Pitau Road and Grove Avenue where the proposed site is located.

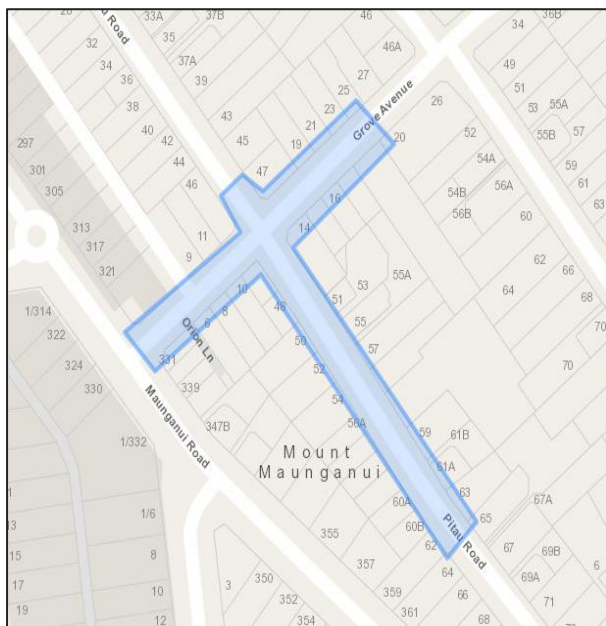


Figure 3: Pitau Rd / Grove Ave Road Safety Record (Source: CAS)

2.3 Public Transport

BayBus operates the public transport services in Tauranga. The nearest service routes are number 5 on Maunganui Road (about 220m from the site to the bus stop and shelter facility), which runs between Bayfair and Tauranga City, and number 21 on Marina Parade (about 250m from the site), which runs

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between Mount Maunganui and Papamoa Plaza. Both the Bayfair and Tauranga Central stations link with other city-wide services.

2.4 Existing Pedestrian, Cycle and Micro-mobility

Isochrone accessibility is represented for up to 20-minutes walking and cycling from the site on the following diagrams. Micro-mobility movement is expected to fall between the walking and cycling isochrone sets.

Figure 4 shows that Mount Maunganui, Tauranga City Centre and Bayfair Shopping Centre are both accessible within a 20-minute cycling distance, as well as the national cycleway which connects across the country. Cycle lanes are provided along Maunganui Road and Totara Street which connects to SH 2 in the south.



Figure 4: 20 Minute Cycling Isochrone from the Site

Figure 5 shows the 20-minute walking isochrone from the site. The site has a high level of accessibility by foot to facilities and environments in the northern part of Mount Maunganui. The figure shows that

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the bus stops on Maunganui Road and Marine Parade, the beach along Marine Parade, and restaurants and cafes on Maunganui Road are all within a 5-minute walking distance from the site.

To support safe access and mobility a 3.0m shared path is to be proposed across the Pitau Road site frontage providing for safe distribution to/from the area and also safely accommodating the mixed array of mobility modes and movement aids associated with the retirement living proposal. Additionally, a raised safety platform is proposed across Pitau Road at its intersection with Grove Road. This will enhance crossing accessibility keeping the crossing flush with the path areas, and further it will reduce vehicle movement speeds delivering a safe-system crossing place that minimises the potential for harm to vulnerable road users crossing at this location.

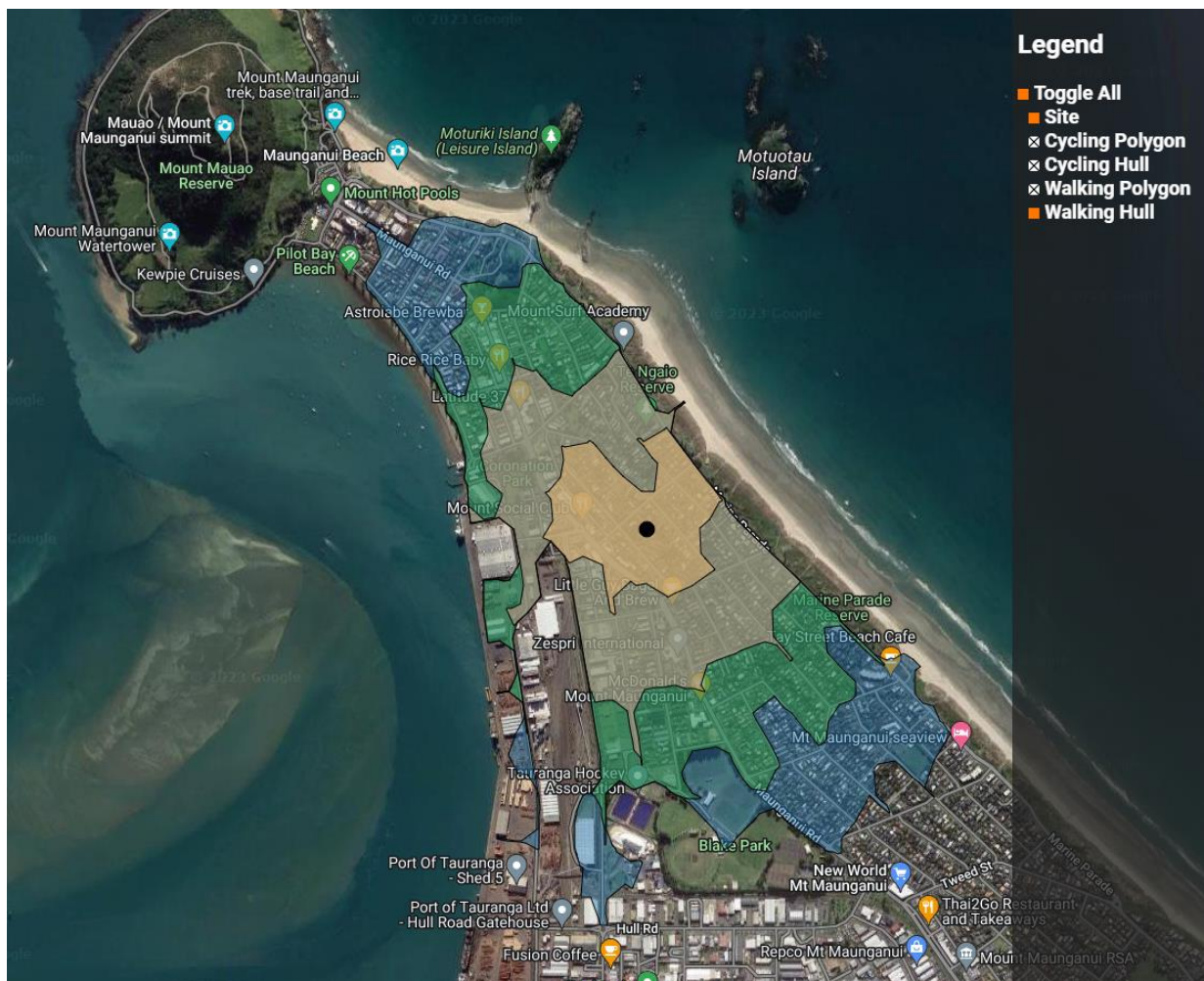


Figure 5: 20 Minute Walking Isochrone from the Site

Overall, a very high degree of accessibility is available to the site in terms of amenity, services, recreation, health and related facilities.

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3 Trip Demand and Effects Management

3.1 Existing Site Baseline Trips

The subject site until recently was occupied by 5 residential dwelling units and the Tauranga City Council Elder Housing Village that included a further 38 units. These were expected to generate about 17 vehicle movements per hour (vph) during the commuter peak periods and about 153 vehicle movements per day (vpd).

3.2 Proposed Development Trips and Network Effects

The Pitau is assessed as generating in the order of approximately 74 trips (two-way total) in the peak hour and about 578 trips over the course of a day. The assessment is represented in the following Table:

Land Use Activity	Quantity	Design Peak Hour Trips		Design Daily Trips	
		Trip Rate per unit/bed	Trips (vph)	Trip Rate per unit/bed	Trips (vpd)
Apartments	167 units	0.3	50	2.6	434
Aged Care	60 beds	0.4	24	2.4	144
Total			74		578

Table 1: The Pitau Trip Generation Assessment

Collectively, Pitau Road is expected to carry about 1,500 vehicle movements per day following the development proposal. Both Grove Road and Sutherland Ave are expected to operate at about 2,000 vehicle movements per day each, well within the practical and local amenity operating levels for these Access streets. The future street traffic demands including those movements through intersections, remains entirely consistent with a local and Access Street environment.

4 Transport Effects

4.1 On-site Movement and Servicing

Based on this assessment of the development proposal, the site area is readily able to accommodate the staged building structure with sufficient area to support the intended movement networks for pedestrians, cyclists, mobility support devices, cars as well as the servicing/loading demands and waste collection functions required. Dedicated loading and servicing areas are to be established on the site to support the commercial facilities as well as those demands expected to be generated by the residential and care activities.

Porte-cochere accessways provide for vehicular drop-off and collection at the front-door of both the residential and care facilities independently. These are at times also critical to supporting emergency vehicle responses including ambulance visits. A loading and servicing crossing place located at the eastern end of the facility on Pitau Road is safely separated from pedestrian, cycle and vehicular

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access facilities, avoiding conflicting cross over movements. The service dock area is to be established with a recessed and secure gated access to safely manage waiting vehicle clear of the Pitau Road path and to effectively manage visual amenity outcomes. Turning movements will be wholly internalised within the service dock area.

4.2 Multi-Modal Access

Accessways have been specifically located and designed to minimise total traffic movement activity on the local streets. The vertical alignments have been designed to support entry and egress movement with ample vertical and spatial clearances. They have also been confirmed as achieving necessary security in terms of the potential for localised stormwater events.

Safely separated and independent pedestrian, cycle, micro-mobility and mobility scooter access paths have been planned to safely and securely convey movements onto the site and into the basement area on Pitau Road where on-site charging is also proposed. Pedestrian and mobility access as also proposed on the Grove Road frontage providing for convenient connection to the north and beach environment there.

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

4.3 Parking

The parking supply proposed for the site has been designed to support normal operational demand expectations for residents, care patients, visitors, and employees. The assessed demands can be summarised as follows:

- Retirement apartment living intends the supply of 158 spaces for residents and visitors. This is marginally below the typical demand expectation of 167 spaces (at a rate of one space per unit on average) for residents, employees and visitors collectively. The impact of the marginal difference however is more than compensated for by way of the provision of a fleet of 20 electric vehicles.
- The care facility is assessed as typically requiring 24 spaces (at a rate of 0.4 spaces per bed) to support the proposed 60 beds, inclusive of visitors and employees. A total of 30 spaces is proposed, including provision for visitor and some staff generated demands.
- Often employee parking can be under-represented resulting in impacts on the adjacent street frontages. In this instance targeted further employee parking is proposed within the site for 34 spaces. This will ensure internalisation of the full potential parking demand effects.
- Overall, the site intends a supply of 224 spaces inclusive of EV parking. This will exceed the typical demand expectation set out in the Waka Kotahi Research Report 453: Trips and Parking Related to Land Use recommended supply of 191 spaces.
- Further to the vehicle parking component, parking is proposed for cycles and mobility scooters on-site, based on analytics sourced from other retirement villages and some further supplementary supply as follows:

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- Secure e-bike parking including charging: 25 spaces;
- Secure conventional bicycle parking: 25 spaces; and
- Mobility scooter parking including charging facilities: 21 spaces.

Parking space design, space and aisle dimensions and circulation areas have been designed to achieve compliance with the Building Code and therefore the City Plan for the intended uses.

Overall, it is assessed that the proposed multi-modal parking supply will meet the expected demands generated by the proposed activity and provide a high-level of amenity, accessibility, convenience, safety and security.

5 Conclusions & Recommendations

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

The site's location has been established as being highly accessible for with respect to recreational, social, retail, health 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 site is not expected to necessitate any significant road network intervention by way of transport effects mitigation other than a proposed localised shared path enhancement on the site frontages and establishment of a safe crossing place on Pitau Road at the Grove Road intersection. I consider that the development will have a successful transport outcome that will integrate well in the surrounding road network and will positively contribute to a reduced emissions future.

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

Ngā mihi nui,

STANTEC NEW ZEALAND



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