

**From:** s 9(2)(a)  
**To:** s 9(2)(a)  
**Subject:** PRR00035865 - 6-10 The Strand AT Memo  
**Date:** Wednesday, 31 March 2021 2:50:46 pm  
**Attachments:** [Pre-app Memo - 1-6 The Strand - PRR00035865.pdf](#)

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Hi Nick

Hope all is well. If you don't have this already, please find attached AT's comments for your meeting with them on 22 February. What this memo doesn't discuss explicitly is the pedestrian amenity side of things on a road such as The Strand where there is a high volume of foot traffic going between the beach, the reserve and the Takapuna centre. If you have any questions please feel free to contact Michael and I.

Ngā mihi | Kind regards  
Erica

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# Memorandum

To: Erica Su | Senior Planner (Auckland Council)  
From: Michael Hamerton | Development Planner (Auckland Transport)  
Date: 23 March 2021  
Subject: PRR00035865 – 6-10 The Strand, Takapuna

## Introduction

This memo is provided in response to a meeting with the applicants' team held on 22<sup>nd</sup> February 2021 via Microsoft Teams. The meeting was held to discuss the approach to the transport assessment proposed to be undertaken by the applicant.

The information provided by the applicant was high level plans of the site, with all comments made in this memo preliminary and are not based on a full review of the application, and therefore may be subject to change upon the review of the final application.

The proposal is for a residential and commercial development located at 6-10 The Strand, Takapuna. The proposed residential aspects will comprise of approximately 388 apartments, of which 236 are to be residential and 152 are to be serviced. There is proposed to be approximately 2,043m<sup>2</sup> of retail / food activities on the ground floor, to create an active street frontage. The car parking provision is proposed as 420 car parking spaces. It is understood the quantum's provided by the applicant and quoted above are preliminary and may be subject to change.

In conducting a preliminary review of the proposed transport assessment, the following internal specialists were also consulted:

- Transport Modelling GIS and Monitoring
- ATOC (Auckland Transport Operations Centre)
- Road Corridor Requests

A site visit has not been undertaken at this stage.

## Site and Proposal

Key details regarding the site and proposal are outlined in the following table:

Site Address:	6-10 The Strand, Takapuna
AUP Zoning:	H9 - Business – Metropolitan Centre Zone
Proposal:	<p>The preliminary site quantum's for the proposed development are:</p> <ul style="list-style-type: none"><li>• 388 apartments (236 residential, 152 serviced);</li><li>• 2,043m<sup>2</sup> retail / food activities;</li><li>• 420 car parking spaces;</li><li>• Vehicle access from The Strand in a location and form that will replicate the existing situation.</li></ul> <p>The activity status of the proposal has not yet been confirmed. The site location is shown below.</p>

# Memorandum



## Background

A pre-application meeting was held with Auckland Transport and the applicants team on 22<sup>nd</sup> February 2021 on Microsoft Teams. Those present were:

- Michael Hamerton (Auckland Transport)
- Mitra Prasad (Auckland Transport)
- Alasdair McGeachie (Stantec)
- Don McKenzie (Stantec)
- Craig Moller (Moller Architects)
- Jian Yang (HND Holding)

The purpose of the meeting was to discuss the approach to any transport assessment for the area, resulting from the trip generation of the site. The discussions were high level, with only high-level architectural plans circulated to Auckland Transport prior to the meeting.

## Comments

### Transport Modelling and Specific Intersections of Concern to AT

The below discusses the preferred approach to the proposed transport modelling to determine the proposed development effects. It also discusses any intersections or areas of concern to Auckland Transport, based on the knowledge of the area.

### Modelling Approach

The classic transport four stage model would be appropriate to follow to determine the transport impacts. This is presented further below, with what steps have already been undertaken, and further advice:

# Memorandum

## 1. Trip Generation

A potential trip rate has already been discussed and proposed by the applicant. The relevance of the chosen trip generation rate and its applicability to the site will need to be demonstrated in the application submission. That is, should the vehicle trip rate be for the proposed development be proposed at 0.25-0.29 (approximately 25% based on 1 trip in the peak hour per unit), the remaining 75% of trips will need to be shown to be feasible by other modes. Steps 2 and 3 discuss trip distribution and modal split further.

## 2. Trip Distribution

This will determine the destination and origin of the trips to be generated by the proposed development.

Potential sources of information include the 2018 Census Data, available from <https://www.stats.govt.nz/tools/commuter-waka-2018-census-data-visualisation>

## 3. Modal Split

This is also available from the stats.govt.nz website.

The incentivisation of the alternative modes will need to be clear and justify the high mode share of non-car modes. A pro-active approach to travel demand to reduce vehicular trips

## 4. Route Assignment

Once the Trip Distribution and Modal Split are determined, an exercise will need to be undertaken by the applicant to determine the most suitable routing. Once this is done for the vehicles, the intersections with the highest level of impact can be determined.

Any potential rat-running will need to be managed appropriately.

After the desktop exercise has been undertaken, and the intersections which will be impacted by the additional traffic flows identified, Auckland Transport can provide the relevant SCATS information for those intersections where available.

## Intersections and Areas of Concern

Preliminary intersections and areas of concern are raised below. This is not an exhaustive list, and the applicant's assessment will determine the effects from the proposed development.

- Lake Road / The Strand - ATOC (Auckland Transport Operations Centre) has raised the potential for effects at the intersection of Lake Road / The Strand, which will see the vast majority of trips generated by the proposed development pass through it. Due to the town centre nature of the development, the priority is for pedestrian movement, with the pedestrian impact needing to be modelled.
- Anzac St / The Strand / Hustmere Rd
- Anzac St / The Terrace / Lake Rd
- Lake Rd / Hustmere Rd / The Strand / Northcroft St
- Lake Rd / Esmonde Rd
- Burns Ave / Esmonde Rd
- Gibbons Rd / The Strand (this should be sensitivity tested due to the potential for rat-runs)
- Lake Rd / Bloomfield Spa (this should be sensitivity tested due to the potential for rat-runs)

## Site Permeability

The existing site presents a high level of pedestrian permeability. The provision of permeability in the proposed development will be required to be provided, as per the objectives of Chapter H9 'Business – Metropolitan Zone' and the Chapter E27 'Transport', as well as the objectives of the Precinct Plan.

# Memorandum

## Construction Impacts

The initial high-level concerns and comments with regard to the potential construction impacts upon the roading network are:

- Need to avoid Hurstmere Road due to its narrow width and the impact of trucks.
- Need to understand proposed truck routes and numbers. The number of truck movements during peak hours could become an issue for intersection capacity.
- Timing of deliveries and trucks will need to be planned to avoid on-road waiting of trucks.
- Any road closures required for deliveries of machinery or tower crane installs will need advance planning and advertising, and also co-ordination with Auckland Transport.

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