Stantec

Memo

To:	HND TNSP Team	From:	Don McKenzie Stantec New Zealand
File:	Fast-track Application – Transportation Assessment Commentary	Date:	June 17, 2021

Reference: **HND Development North Shore**

Background

Stantec New Zealand (**Stantec**) has been commissioned by HND TS Ltd (**HND**) to undertake an Integrated Transport Assessment (**ITA**) to support the proposed development at a site (6-10 The Strand, 21 Hurstmere Road, 33-45 Hustmere Road) in central Takapuna. The completed development will provide a mix of residential apartments, serviced/ hotel apartments, and retail activities.

Stantec (and its legacy firm Traffic Design Group Ltd) has been involved in the assessment and design of numerous transport elements for a wide variety of previous mixed-use developments of a similar scale and nature, including key projects such as the Auckland Trotting Club development, Smales Farm, Wairaka Precinct/Unitec, Commercial Bay Shopping Centre, Drury Town Centre Plan Changes and Fast Track applications, and the CAD/Civic Lane Development at Aotea Square. We also have extensive experience with design and assessment of various mixed-use activities across various regions of New Zealand.

Stantec has also worked closely with both public and private agencies across a number of projects across Auckland. It is a particular relevance that we are part of the design consultant team that has delivered the recent transformation of the Hurstmere Road/The Strand/Lake Road intersection upgrade adjacent to the site.

Stantec's transportation engineering team for the project is led by Don McKenzie – the company's Private Sector Leader (Transportation) based in the Auckland office of Stantec. Don brings over 30 years of professional engineering experience across New Zealand with a specialist track record in private sector development transportation assessments. He has presented expert transportation engineering evidence to Councils and Environment Court hearings for both private sector development applications and reviews of Plan Changes/designations on behalf of Council clients.

The Proposal

HND proposes to develop the subject site to provide a mix of residential apartments, serviced/hotel apartments, and retail activities. The application site has legal frontage to The Strand, Hurstmere Road and Channel View Road as shown in **Figure 1** below. Vehicle access will only be to The Strand, via a (modified) existing vehicle crossing. This vehicle crossing is approximately 100m from The Strand/ Hurstmere Road/ Lake Road/ Northcroft Street intersection.

Figure 1: Site Location

While the final development scale is still being determined, at an indicative level, the proposed development would comprise of the following elements:

- Proposed number of residential apartments: 190-200
- Proposed number of serviced apartments: 100
- Proposed retail / food tenancies: 2,043m^2 GFA
- Approximate number of car parks: 400-410 (four basement levels).

The proposal aspires to provide a landmark, mixed-used, high quality development consistent with the expectations of a Metropolitan Centre development at this central city location.

Stantec is thoroughly familiar with the requirements and challenges in respect of this type of proposal at the site location and the surrounding transportation environment. We are well-placed to provide the transportation expertise to deliver this project.

Assessment Scope and Process

This document outlines the scope and process in preparing the ITA to assess the proposal, and to address and incorporate the current operation of surrounding road network, assess existing and emerging transport issues around the safety and operation of The Strand, as well as considering the wider effects in the immediate vicinity of the subject site and community.

Accordingly, it is anticipated that the ITA will cover the general requirements in accordance with the ITA guidelines published by Auckland Transport (**AT**) dated January 2015 (and referred to within the Auckland Unitary Plan) and will draw upon the following communication process with different stakeholders:

- A project initiation meeting was held in January 2021 between the design consultant team and Auckland Council officers to introduce this project scope and concept layout with anticipated aspirational outcome. The meeting identified that the potential traffic effects of the development would be a key aspect of assessment and consideration, which would need to be discussed and agreed with AT to confirm the agreed extent of surrounding road network for ITA assessment.

- Subsequent discussion and meetings with AT were held on 22 February 2021 and 30 April 2021, firstly to discuss the general scale and location of the project, and secondly to discuss traffic generation and traffic modelling parameters. Three key parameters for the traffic model were identified:

    1. Data currency – it was noted that the combination of Covid-19 and America's Cups event could have an impact on the long-term relevancy of traffic volume data collected and used in the modelling. Detailed comparisons will be useful to understand the relevant Covid effects to the modelling approach.

    2. Extent of the model – the extent of the network has been agreed to confine to the area including the intersections between Lake Road / The Strand / Hurstmere Road, Lake Road/ Anzac Street and Anzac Street/ The Strand/ Hurstmere Road, and Lake Road/ Esmonde Road.

    3. Traffic Generation – the appropriate trip generation rates to be used given the location of the development site. Further research is required to confirm the basis of proposed trip rates to include potential multi-model consideration.

    Figure 2 overleaf highlights the intersections to be included in the modelling assessment of the ITA from the above communication with AT. Sufficient traffic survey data has been collected for both morning and afternoon peaks along with supplementary traffic signal operation data for calibration purposes.

- It is understood that an Urban Design Panel presentation is scheduled in the coming weeks. It is anticipated that the meeting outcome will collate all feedback from stakeholders to achieve a developed site plan ready for the resource consent process.

Stantec expects that after a series of stakeholder engagement meetings, the proposal will be in a good position to be able to address most of the design elements in the final layout including transportation considerations.

Any development of this scale necessarily involves substantial collaborations between various disciplines in order to achieve an optimal design layout from a holistic perspective. As a result, there may be situations where it cannot completely meet the required standards in accordance with Auckland Unitary Plan Operative in Part. We anticipate identifying and seeking consents for minor non-compliances (if any). Although the nature and extent of the non-compliances is yet to be determined, it is expected that relevant exercises will be undertaken to provide appropriate assessments from a practical point of view.

Outstanding ITA Matters

Further to our ongoing support and advice to the design layout development, it is identified that the following two key elements will be finalised as part of the ITA report.

- Internal design layout: We will undertake vehicle tracking analysis to ensure a functional internal circulation will be achieved in a safe and efficient manner, along with sufficient provision to accommodate loading and servicing activities for the development requirements.

- Parking Provision. Further to the internal design assessment, the ITA will consider if the proposed parking supply is consistent with the guidance of the Auckland Unitary Plan (**Unitary Plan**), suitable for the likely parking demands and operationally practically for the likely parking users. The Unitary Plan sets varying levels of parking provision for developments depending on the type and scale of activity proposed and the location (zoning) of the subject site. The site at 6-10 The Strand is located within a Business – Metropolitan Centre Zone. For this zoning, there are no minimum or maximum parking requirements for residential or childcare activities, a minimum requirement for retail activities and a maximum requirement for office activities. From this summary it can be seen that for most of the proposed site activities no minimum parking requirement is set. This is consistent with the recent National Policy Statement on Urban Development which aims to encourage more intensive development where access to higher levels of public transport is available, with a commensurate reduction in private car transport. While the parking design is still being finalised it is understood that it is generally intended to

provide a minimum of one parking space per residential apartment, and to conform with the Unitary Plan parking requirements for the retail activity.

- Traffic Effects. Notwithstanding the intention to provide parking for all residential apartments, it is recognised that the subject site is located within a metropolitan centre with comprehensive public transport links and a good range of supporting retail, employment, education and recreational activities. As such it is considered that there a number of viable non-car alternatives for many of the trips generated by the development and consequently, trip generation will be lower than for a less connected development. A reduced trip rate for this development has been explored in meeting with AT and generally accepted. The trip rate will be used to development peak hour trip volumes for the development for modelling / effect assessment.

- Modelling assessment: This will be completed using a microsimulation traffic modelling approach for the confirmed road network (see below) as agreed in principle with Auckland Transport. It will identify any traffic effects to be mitigated via external infrastructure upgrades or otherwise managed/addressed via other traffic and travel demand management controls applying to the operation of the site. It is anticipated that the range of mitigation and traffic management controls will fall within the range of generally expected controls typically applied to inner urban locations such as this.

Figure 2: Agreed Extent of Modelled Network

Conclusion

Based on the traffic engineering and transportation planning investigations undertaken to date, it is considered the proposal is feasible and the associated ITA for the development will sufficiently address relevant transport matters with appropriate design responses as necessary to establish an optimal design layout that provides safety and efficiency to both development occupants and the local/surrounding community.

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