

Campbell Brown Planning Limited
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Ref: 221274
27February 2023

Attn: Michael Campbell

Dear Michael

***82 HOBSONVILLE ROAD, WEST HARBOUR - PROPOSED RETIREMENT VILLAGE DEVELOPMENT
PRELIMINARY TRANSPORT ASSESSMENT FOR FAST TRACK APPLICATION***

Introduction

As requested, I have undertaken a preliminary assessment of traffic and transport related matters pertaining to a proposed retirement village development at 82 Hobsonville Road in West Harbour, Auckland.

My name is David Philip and I am a senior associate of traffic engineering at TEAM. I have a Bachelor (Hons) Degree in Civil and Transportation Engineering. I have been continuously involved in traffic engineering and transport planning for over 30 years, primarily in a consultancy role in New Zealand.

Examples of my very recent involvement in residential developments includes:

- A 267-unit apartment and terraced unit development in Henderson, Auckland
- A 226-unit retirement village development in Long Bay, Auckland
- A 95-unit retirement village development in Pukekohe, Auckland
- A 97-room hotel in Taupo
- A 45-unit apartment development in Orakei, Auckland
- A 39-unit terraced development in Orewa, Auckland

The Proposal

The proposed retirement village will incorporate a mix of apartment and villa units for independent living and a care centre. A summary breakdown of the proposal is outlined below.

- A total provision of 354 living units, comprising;
 - 267 apartment units across six apartment blocks;
 - 42 villas with two or three bedrooms; and
 - 45 care units in a separate block.
- A total of 220 car parking spaces are proposed within basement or ground level areas of the six apartment blocks. Each of the proposed villas will include a single car garage. Further parking can be provided within the site with final provision to be determined through subsequent design effort.
- Resident facilities including bowling greens, swimming pool and gym, a café and clubroom.
- Two vehicle crossings connecting with Hobsonville Road and provision for connection with a potential new public road to the northwest of the site.

The Surrounding Transport Environment

The site currently has road frontage to Hobsonville Road which is designated an arterial road in the Auckland Unitary Plan (AUP). Hobsonville Road provides for good strategic connection with SH16 Northwestern and SH18 Upper Harbour motorways. Major centres of Westgate and Hobsonville are within easy connection of the proposed retirement village.

The road carriageway past the site provides for one traffic lane in each direction with a flush median and generally unrestricted parking on both sides of the road.

Hobsonville Road in the vicinity of the site is largely limited access with the majority of residential properties on the southern side of the road gaining access to roads and shared access to the south. The southern side of Hobsonville Road is fully developed with urban formation including footpaths.

The northern side of Hobsonville Road is currently undeveloped or with single dwelling/building development on large lots. There is continuous kerb and channel and street lighting along the northern side of the road, including past the subject site, but only isolated sections of footpath.

The speed limit along Hobsonville Road and adjoining roads in the vicinity of the site is 50km/h.

There are bus stops on both sides of Hobsonville Road that provide access to a Connector service that operates between transport hubs at Constellation Station and Henderson, via Westgate. There is a pedestrian refuge crossing located between two bus stops a short distance to the west of the site.

I have viewed plans and documents pertaining a proposed alteration to designation 1437 on Hobsonville Road through a notice of requirement (NOR). The NOR has been lodged by Auckland Transport but not notified at the time of writing.

The widened designation will provide for widening of the road corridor along Hobsonville Road. Available plans show the general traffic lane arrangement being repositioned with a median strip retained. Provision is made within the widening for improved active mode facilities with upgraded footpaths and cycleways on both sides of Hobsonville Road.

The proposed designation widening extends into the subject site and if granted would likely necessitate a loss of developable area within the site and the need to adjust the proposed design for the retirement village. Potential site access for the subject site is not compromised by the designation widening and development of the general scale and nature currently proposed can be achieved.

The current zoning for the subject site is Future Urban. A recent proposed plan change (PPC5) sought to rezone land to the north of Hobsonville Road extending towards Whenuapai, including the subject site. Under PPC5 the subject site would have been rezoned to Terrace Housing and Apartment Buildings Zone. It is understood that PPC5 has been withdrawn, however future rezoning of the subject site and wider area can be anticipated with further urbanisation undertaken including continuous footpath on the northern side of Hobsonville Road and pedestrian crossing facilities across the road.

Proposed Vehicle Access

The proposed concept design, prepared by ASC Architects Ltd allows for two site access points onto Hobsonville Road. Provision has been made for a further site access at the northwest corner of the site for connection with a potential future road linking with Trig Road to the west of the site.

As noted above, Hobsonville Road is designated an arterial road and access for the site will therefore be subject to vehicle access restriction (VAR) control under the AUP. The existing flush median will assist vehicle movements to and from the site. A future footpath along the site frontage can be anticipated and the access design will have to consider safe interaction with pedestrians walking past the site.

I have undertaken a site visit and can confirm that acceptable visibility to and from vehicles using both proposed site accesses can be achieved with relevant sight distance values for safe intersection sight distance (SISD) met or exceeded.

It is anticipated that both site access will be formed as vehicle crossings. This detail, along with other features within the road reserve will be subject to review and approval of Auckland Transport.

Vehicle access within the site will be a combination of formed roads and shared accessways. All roads and accesses within the site will be private. The current site topography dictates that roads and accessways will follow varying vertical grading. The vertical grading of proposed roads, accessways and parking/manoeuvring areas will be assessed through subsequent design stages.

The proposed road and vehicle access layout within the site will provide for occasional access of trucks and other service vehicles. Vehicles are able to circulate and manoeuvre within the site to avoid any related effects outside of the site.

Pedestrian Access and Amenity

As noted above, there is currently no footpath along the site frontage. It is anticipated that a future footpath will be established along the site and extending in both directions along Hobsonville Road. Footpath connection to the existing eastbound bus stop and pedestrian refuge crossing to the west of the site is considered a key provision for staff, residents and visitors to the proposed retirement village.

Within the site, pedestrian provision will be developed into the design for safe and convenient connection between living and resident facilities. Dedicated pedestrian connection to and from Hobsonville Road will also be incorporated into the design.

Parking

The concept design allows for a total of 262 car parking spaces plus likely further provision along proposed roads and accesses. The proposed parking provision comprises one garage space per villa and a total of 220 parking spaces for 312 apartment and care units.

The concept plans show proposed parking arrangements that generally align with AUP dimensional requirements and include provision for accessible parking spaces.

Available on-site parking will primarily be allocated to residents with provision made for staff and visitor parking.

There are no minimum parking requirements under the AUP rules. The proposed parking provision is considered to be in line with recent retirement village developments where full provision (parking for each proposed unit) is not required. It is anticipated that communal village transport options will be offered to residents as is common with existing retirement village developments.

The concept plans do not include detail for cycle parking. It is understood that cycle parking will be provided for in line with relevant AUP requirements.

Traffic Generation

Retirement villages have very different traffic generation profiles to other residential activities, with peak generation typically being offset to traditional commuter peak periods.

This is due to retirement village residents typically having the choice to avoid travel during commuter peak times, and instead travelling in quieter times throughout the day.

The proposed parking provision being less than the number of living units will further reduce the general rate of trip generation.

A review of access operation will be undertaken as part of a fuller transport assessment.

Site access will be via Hobsonville Road under current access arrangements, however as noted above there is potential for a further access connection should planned rezoning and related new road links be established.

Potential Risks

The design of the development is considered to be suitable for the intended residential use and is expected to operate in a safe and efficient manner from a traffic engineering perspective.

The only potential risk is in relation to gaining access to an arterial road and VAR control status under AUP provisions. The VAR status triggers assessment as a Restricted Discretionary Activity, with the access arrangements therefore being subject to review by Auckland Transport.

It is intended to minimise or remove this risk by undertaking consultation with Auckland Transport prior to the lodgement of the proposal.

Please contact me if you require further information.

Yours faithfully

TRAFFIC ENGINEERING & MANAGEMENT LTD



David Philip