

12 December 2024

Mark Benjamin
Mt Hobson Group
AUCKLAND

Via email: markb@mhg.co.nz

Dear Mark

50 WESTNEY ROAD PRIVATE PLAN CHANGE: INITIAL RESPONSE TO CLAUSE 23 REQUESTS FOR INFORMATION

Auckland Council have requested additional information regarding the proposed private plan change at 50 Westney Road in the Clause 23 Requests document dated 6 November.

In the following letter we have provided initial responses to the transport requests provided by Andrew Temperly and Auckland Transport. The requests are repeated in *italics* with the response noted after.

T1 – INSUFFICIENT ASSESSMENT

Please provide further information from the applicant of a range of potential land-use scenarios considering other permitted activities within the zone, and their potential effects upon traffic patterns and generation. This could take the form of a sensitivity test, considering activities resulting in greater weekday peak hour traffic effects, such as more intense office development, and activities resulting in greater off-peak traffic effects, such as retail activities, as permitted within the zone.

Please also provide further information confirmation of the trip generation of the existing SPCA facility on the site.

We have not provided data regarding the existing SPCA use of the site as the SPCA is confirmed to be relocating. We acknowledge that this data would provide a base line for existing vehicle traffic generation, however the relocation means that the land use will definitely be changing. The land use enabled under the current zoning is a more relevant comparison.

The assessment of potential vehicle traffic generation in the ITA does not consider a full range of possible activities that could be permitted under the proposed zoning in the same manner the existing zoning is considered. The reason for this is that we are aware of what the most likely development scenario is for the site under the future zoning.

In Table 1 we have considered some other high vehicle traffic generating permitted land use activity scenarios that could be enabled by the proposed zoning. We note the following key points.

- ◆ Trade retail such as a Mitre10 or Bunnings is a key permitted activity that could be enabled by the plan change. Based on a review of other existing sites we have assumed this could be a 10,000 m² GFA store on a 20,000 m² site for car parking.
- ◆ The size of marine retail, garden centres, car sale yards, and service stations is based on a high level review of similar existing activities.
- ◆ The size of the fast food drive through is based on maximum permitted GFA for food and beverage in the zone.
- ◆ We have not included a dairy as it would primarily serve local trips and not necessarily generate additional external trips.
- ◆ We have not considered office activity as offices are only a permitted activity if they are accessory to the primary activity and do not exceed 30% of all buildings on the site. The most likely office scenario is related to the industrial activities, and the trip rates for general industrial activity would capture the office activity.

In Table 1 we have shown 3 scenarios with some permitted non-industrial land use activities, and the balance of the site being industrial.

Table 1: Proposed zoning vehicle trip generation with additional activities

Scenario	Development Activity	Units	Peak hour vehicle trip rate	Estimated peak hour vehicle trips	Daily vehicle trip rate	Estimated daily trips
Scenario 1	Trade Retail (Mitre10/ Bunnings)	10,000 m ² GFA ¹	2.5 per 100 m ² GFA ²	250	31 per 100 m ² GFA	3100
	Industrial	11,000 m ² GFA ³	1 per 100 m ² GFA ⁴	110	8 per 100 m ² GFA	880
	Total	-	-	360	-	3980
Scenario 2	Marine Retail	1,000 m ² GFA ⁵	10 per 100 m ² GFA ⁶	100	90 per 100 m ² GFA	900

¹ Assuming a 10,000 m² GFA store on a 20,000 m² area site.

² Peak hour and daily trip rates based on TDB data for large Mitre10 stores in NZ and large Bunnings stores in Australia.

³ Based on GFA equating to 55% of site area, based on the average building coverage/site area ratio of surrounding developed industrial sites.

⁴ Based on an average rate for warehousing, manufacturing and business park rates from the RTA and Research Report 453. The same approach applies to the daily rate.

⁵ 1,000 m² retail store on a 2,000 m² site

⁶ Based on an average of Research Report 453 low and high, and RTA slow trade retail trip generation rates. The same approach applies to the daily rate

	Garden Centre	6,500 m ² site area	2 per 100 m ² site area ⁷	130	17.5 per 100 m ² site area	1140
	Car Sales	1,000 m ² site area	0.7 per 100 m ² site area ⁸	7	7 per 100 m ² site area	70
	Industrial	16,800 m ² GFA	1 per 100 m ² GFA	168	8 per 100 m ² GFA	1340
	Total			405		3,450
Scenario 3	Service Station	1,000 m ² site area	4 per 100 m ² site area (assuming 50% drive by) ⁹	50	22 per 100 m ² site area (assuming 50% drive by)	280
	Fast Food Drive Through	120 m ² GFA	55 per 100 m ² GFA (assuming 50% drive by) ¹⁰	35	550 per 100 m ² GFA (assuming 50% drive by)	330
	Industrial	20,000 m ² GFA	1 per 100 m ² GFA	200	8 per 100 m ² GFA	1600
	Total	-	-	285	-	2,210

The existing zoning high traffic generating land use scenario assessment from the ITA estimates a peak hour vehicle trip generation of 350 vehicles, and daily trips up 3,420.

- ◆ Scenario 1 shows a similar peak hour volume and higher daily volume.
- ◆ Scenario 2 shows a higher peak hour volume and a lower daily volume.
- ◆ Scenario 3 shows lower peak hour and daily volumes.

Overall we consider that other high traffic generating activities that are also enabled by the proposed plan change will not generate noticeably more vehicle traffic than the similar activities permitted under the current zoning and precinct.

Additionally we note that industrial activities (other than warehousing and storage) and trade retail (Mitre10/Bunnings), and possibly a garden centre will likely require an assessment of vehicle traffic effects as part of any resource consent application. The likely size of these activities as considered in

⁷ Based on TDB trip rates for garden centres.

⁸ Based on RTA trip rates for car slae yards

⁹ Base on average TDB trip rates for service stations.

¹⁰ Based on ITE trips rates for drive through restaurants.

Table 1 would exceed the thresholds listed in Table E276.1.1 and require an assessment of vehicle traffic effects.

T2 – ACCESS STRATEGY FOR THE SITE

Please provide further analysis of locations along the site's Westney Road frontage where a new intersection could potentially be accommodated, as well as locations where this would not be considered practicable due to the above constraints, or else confirmation that the constraints in question could be removed or relocated.

The analysis should include assessment of vehicle intervisibility and pedestrian-vehicle intervisibility along the Westney Road frontage, noting that these could be key parameters which may influence suitable future intersection locations.

We do not consider that this is detail necessary for the consideration of the proposed plan change. The site already has 2 existing vehicle crossings with no apparent issues that could be repurposed for any redevelopment of the site.

We acknowledge that there are numerous street trees as well as some services along the site frontage between the 2 existing vehicle crossings. These could put constraints on where new vehicle crossings could be added. However there is space between these trees and the site has 140 m of road frontage.

Westney Road has a straight alignment in the vicinity of the site as such there will be no restrictions to visibility along the road. Intervisibility around the any vehicle crossing (existing or new) used to provide access to any development enabled on the site can be assessed as part of any future resource consent application. It cannot be assessed now as there are no plans to review. There are no obvious reasons why access to and from the site cannot be achieved with adequate visibility.

T3 – FUTURE TRAFFIC IMPACT ASSESSMENT

Please provide capacity analyses for key interventions on the adjoining network, including:

- *Access to the subject site off Westney Road*
- *Intersection of Westney Road / Kirkbride Road*
- *Intersection of Westney Road / Timberly Road*

Assessment time periods to be selected according to network peak hours and peak traffic hours for land use activities.

The assessment should also take account of the influence of the heavy vehicle ban to the north of the site on Westney Road.

As noted in the ITA and the response to T1, we do not anticipate that the proposed plan change will enable noticeably more vehicle traffic generation than the current zoning and precinct will. As such we do not consider that it is necessary to assess intersection capacity.

We discussed this with Auckland Transport prior to lodging the plan change application. As detailed in the ITA, Auckland Transport agreed that intersection capacity assessment is not required.

The proposed zoning could result in more heavy vehicle traffic generation, and this traffic will be required to travel south due to the existing heavy vehicle ban. However heavy vehicle traffic will typically be off peak and will be less likely to have any noticeable effect on the road operation. We note that Westney Road, Timberly Road and Verissimo Drive to the south are all designed for heavy vehicle traffic and are located in an industrial area. Beyond this is the state highway network.

T4 – EXISTING ROAD SAFETY ANALYSIS

Please provide further analysis of specific crash ‘hot spot’ locations, including breakdowns of crash types by location, and also including analysis of non-injury crashes.

We have elaborated on the crash data provided in Section 3.7 and Appendix A of the ITA as requested. As per the conclusion in the ITA, all crashes that occurred in the search area are low in severity and typical of busy roads in residential or industrial areas. There are no concerning crash trends.

- ◆ 1 non-injury crash occurred on Jordan Road just to the north of Kirkbride Road, resulting from a driver reversing into another vehicle.
- ◆ 4 crashes occurred at the Westney road/Kirkbride Road intersection
 - 2 crashes were a result of rear ends, one of which was minor injury.
 - 1 non-injury loss of control crash when turning at the intersection
 - 1 non-injury crash resulting from a driver failing to give way when entering the road from a driveway
- ◆ 13 crashes occurred midblock on Westney Road
 - 6 of the crashes were collision with parked cars, 2 of which were minor injury
 - 1 crash was a minor injury rear end
 - 2 of the crashes were loss of control, 1 minor injury
 - 2 of the crashes resulted from lane changing, and 1 which involved a motorcycle resulted in minor injury
 - 1 non-injury crash resulted from a truck reversing along the road
 - 1 minor injury crash resulted from a rear end.
- ◆ 3 crashes occurred at the Westney Road/Timberly Road intersection.
 - 1 non-injury crash was a loss of control
 - 2 crashes resulted from a driver failing to give way to another driver, 1 of which was minor injury
- ◆ 1 non-injury crash occurred at the Verissimo Drive/Timberly Road intersection where a truck driver failed to give way to another driver

T5 – HEAVY VEHICLE BAN ON WESTNEY ROAD

Please provide further clarity in relation to Section 5.2 of the ITA, which states that heavy vehicle access via the southern end of the site could ‘work around’ the existing ban without any changes being needed.

As per section 7 and Appendix B of the ITA, this matter was discussed with Auckland Transport. The email from Emeline Fonua dated 31 January 2024 states that Auckland Transport is willing to consider a review of the heavy vehicle ban location which will require the proposal to go through the Traffic Control and Parking Resolution process.

The current ban starts right on the southern boundary of the site. There is an existing vehicle access point into the site adjacent to the southern boundary as well. The minimum change required to the existing ban would be to shift it 25 m north so trucks using an access on the southern boundary of the site could turn in and out to and from the south legally. This would have negligible effect on the operation of Westney Road, and as above, Auckland Transport have indicated that should be acceptable.

Yours sincerely



Russell Brandon
ASSOCIATE

Reference: P:\ROTO\001 50 Westney Road Plan Change\4.0 Reporting\4.4 Clause 23 Initial response\L1A241203.docx - Russell Brandon