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TECHNICAL MEMO

Project	J002881 Windsor Park Plan Change
Subject	Clause 23 Response
From:	Josh Brajkovic, Principal Consultant Leo Hills, Director
To:	Stephen Havill
Date	20 January 2025

1 INTRODUCTION

This memo contains responses to Clause 23 further information requests related to the private plan change application to undertake a rezoning of 1.2ha of Active Recreation zoned land at Windsor Park in Mairangi Bay ("the Site") to Mixed Housing Urban ("MHU"), by Windsor Park Community & Multi Sport Hub ("the Applicant").

2 PROPOSED DEVELOPMENT

A likely development scenario on the site has been investigated and is likely to feature up to 100 dwellings, comprised of the following:

- 100 x terraced units (3+ bedrooms);
- 100 x parking spaces, and
- 100 x bicycle parking spaces.

All vehicle access is proposed to occur via a new road connection to Noel Williams Place, which connects to East Coast Road to the north. Pedestrian access is also proposed to East Coast Road.

3 TRAFFIC REQUESTS AND RESPONSES

The traffic and transport requests and the Commute responses are detailed in Table 1 below.

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#	Topic	Request	Response
Traffic matters – Martin Peake, Traffic Engineer, Progressive Transport Solutions Limited			
T1	Transport – document version	Please confirm that the lodged Integrated Transportation Assessment (ITA) Report is the Final version. If there is a more up to date version, please provide that document and outline any changes from the draft document.	The final report did not contain a draft watermark. Differences between the draft and final reports are minimal. The final report is provided for review.
T2	Transport Plans and Policies	Please provide an assessment of the PPC request against the relevant national and regional plans and policies with regards to transportation (including relevant AUP objectives and policies and the Transport Emissions Reduction Pathway).	Provided in traffic **Attachment 1.**
T3	Trip Distribution	Please justify the trip distribution used for the assignment of development trips at the Noel Williams Place / East Coast Road intersection, taking into account the information available from Statistics NZ from 'commuter waka'. If a different trip distribution is derived, the assessment, including traffic modelling, should be updated accordingly.	The Commuter Waka data has been taken into account for the trip distribution and assessment of trip rates. We note that the commuter waka data is from 2018, and as such is considered out of date to fully inform trip distribution. Several developments and changes to the network have occurred since 2018 and therefore the commuter waka data may not be reflective of current traffic conditions. The February 2024 traffic survey includes the work/school departures to the south, and is considered a more up to date and more appropriate method to distribute traffic. As such, the existing traffic modelling is considered appropriate.
T4	Traffic Modelling	Please review the AM peak SIDRA modelling and ensure that the model is appropriately calibrated. If changes are made to the existing traffic model, the effects of the development should be updated.	The right turn delay for a two-stage Sidra network is calculated by summing the through movement from the southern leg (13.8s) and the right turn moment a the northern leg (8.7s), which equates to 22s. This is generally consistent with delay recorded from the traffic surveys (21s). As such, the model is considered to be well calibrated.
T5	Traffic Modelling	Please review the SIDRA model outputs presented in the tables in the ITA and the corresponding text, and confirm whether the model outputs or the text is correct.	As detailed above.
T6	Car parking	Please provide justification for the statement that additional spaces are not required for residents in excess of the proposed 100 spaces.	The development is a medium density development with excellent pedestrian, cycle and public transport connections, with upgrades to the existing infrastructure proposed as part of the development.

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			If additional parking demand does occur, then vehicles will be required to park on adjacent streets within kerbside parking. This is a function of the parking minimum rate removal within the Unitary Plan, as detailed in the NPS-UD. This is an anticipated effect of the parking minimum removal, with a view to encouraging active mode and public transport uptake. It is noted that the development does not require any vehicle parking to comply with the Unitary Plan. The proposed dwellings are likely to include a single garage plus a driveway capable of accommodating an additional parked vehicle. This is provided for both duplex and terraced dwellings, as referenced on Page 17 of the Urban Design Report. While only illustrative, the MHU density does provide a degree of flexibility for any future resource consent application.
T7	Car Parking	Please confirm whether any of the car parking at 542 East Coast Road will be shared with the proposed residential development. If this is the case, please provide details as to how this will be assured in subsequent consenting stages.	The existing carparking at 542 East Coast Road will be for the sole use of the sporting activities, as per the existing arrangements.
T8	Transport Infrastructure	Please provide details as to how the proposed No Stopping At All Times (NSAAT), footpath widening on Noel Williams Place and the proposed pedestrian connection between the site and East Coast Road would be delivered, including when this will occur and by whom.	The NSAAT and footpath widening can be assessed and included as part of RC and EPA stages of development. The application as lodged, is for a PPC rezoning and not a land use application, which will be the subject of any future assessment. Rather, our review and reporting both identified and confirmed the feasibility for providing a these upgrades, which can be conditioned at RC stage.
T9	Standard of Internal Road	Please confirm whether the proposed loop road that will service the development will be a public vested road or whether the road is proposed to be a private road. If the road is to be public, please provide details of the cross-sections and key elements of the road.	The internal road will operate as a private road, with a likely total cross-sectional width of 16m. This cross section can be assessed and conditioned as part of any future land use application.
T10	Vehicle Access	Please provide details of how the intersection between the site and the turning head on Noel Williams Place will be formed, and the effects on adjacent vehicle crossings.	The detailed design of this intersection has not been undertaken at this stage of development. As detailed below, the site features 21m frontage to Noel Williams Pl, and therefore has sufficient width to

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			accommodate a local road connection. The intersection is considered to be able to be included to ensure safe and efficient operation of the road network, given the straight and flat alignment of the road. Any infringements to the VAR standard can be detailed and assessed at resource consent stage.
Auckland Transport – Katherine Dorofaeff, Senior Planner, Spatial Planning and Policy Advice			
AT1	Anticipated yield	Please provide details of how the anticipated yield has been calculated. Additionally, provide an assessment on the traffic and other transport effects of more intensive development, as enabled by the proposed Mixed Housing Urban zoning.	The assessment has been based on a reasonable and feasible dwelling yield for the site. We agree that an increased yield would increase traffic effects, however an increase in the yield to a level which would affect the intersection operation is unlikely. The Urban Design analysis determined a potential yield within the MHU provision of between 80 to 100 units, which was calculated as follows (extracted from Urban Design advice): • *Top Down: 1.2ha with 150m^2 lots resulting in a yield of 80 units.* • *Bottom Up: A concept was provided comprising a mixture of two storey and three storey buildings, reflective of the MHU zoning resulting in a yield of 80 units.* • *Calculation: Notwithstanding the 80 unit yield detailed above, the overall assessments by the traffic and civil engineers used 100 units in order to ensure a conservative analysis, with a degree of flexibility for any final design at land use application stage.*
AT2	Noel Williams Place / East Coast Road intersection	Please provide a more detailed safety assessment of the Noel Williams Place / East Coast Road intersection. This assessment should consider the additional traffic and pedestrian movements associated with development enabled by the plan change. In addition, please provide an assessment on whether a signalised intersection is needed at this location, i.e. for safety reasons, to improve pedestrian accessibility to bus stops, and to minimise delays for Noel Williams Place.	The crash search in the ITA did not return any crashes at the intersection. The crash search has been increased for the full 10 year period between 2014-2023 as well as updated crashes in 2024. The crash search only returned 2 crashes in this period, both of which didn't result in any injury. The intersection has therefore not recorded an injury crash in over 10 years, and has not had a crash at all for approximately 9 years. This is therefore considered to have an excellent safety record. As detailed in the traffic modeling, the development is considered to have minimal effects on the existing intersection

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			operation, and therefore the good safety record is not anticipated to be exacerbated. Pedestrian connections and safety is further assessed below.
AT3	Public transport	Please provide a more detailed assessment on the safety and convenience of pedestrian access from the site to existing bus stops.	The new pedestrian connection enables a more direct route between the site and bus stop #3145. The pedestrian connections from the site to the bus stops are shown in Figure 1 (provided below this table). The blue line shows the most direct route between the site the stop #3145. As shown, the pedestrian cross East coast Road via the signalized intersection. As such, the additional crossing at the signals is not considered to be required. Pedestrians using the pedestrian refuge island to cross East Coast Road is considered appropriate to access bus stop #3143. The new pedestrian connection between the site and East Coast Road also enables this more direct routing.
Auckland Transport (Other) – advisory comments on the Integrated Transport Assessment			
1	Noel Williams Place extension	Section 7.1 of the ITA states that the site will be serviced by a public road extension vested to the Council (with AT as road controlling authority). However, the masterplan provided shows the site serviced by a 12m wide private road. The Urban Design Report also assumes a private road. Further information seeking clarification on which of these is the most likely scenario. The applicant is advised that any public road will also need to comply with AT standards.	Addressed in T9.
2	Site entrance at Noel Williams Place	The ITA should note that design detail for the connection point between the Noel Williams Place turning head and any private road / COAL servicing the development will be assessed at consenting / engineering approval stages.	Agreed and noted.
3	Pedestrian provision on Noel Williams Place	Section 2.2.2 of the ITA states that pedestrian footpaths are provided on both sides of Noel Williams Place. However, the photos in the ITA and Google Maps shows the footpath is available only on one side (north / west side). Table 9 of the ITA correctly records the absence of footpaths on the south / east side. Table 9 also records the footpath	Section 2.2.2 mistakenly identified the footpath on both sides of the road. Agreed and noted re the AT support.

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		width on the north / west side as varying between 1.2m and 1.5m and the ITA recommends this should be increased to 1.8m. AT supports this increase in width.	
4	Proposed active modes connection to East Coast Road	AT supports the provision of a pedestrian and cycling connection between the site and East Coast Road. It is understood that this will use an existing easement. The safety of active modes users will need to be taken into account when designing the access. Currently there is no pedestrian path through the carpark.	Agreed and noted.
5	Road Safety Audit	A road safety audit should be completed at consenting stage.	Agreed and noted.
6	Parking demand	The 2018 census data shows 41% of mode share being private vehicles so it may not be practical to expect residents to only have a single vehicle per household. Likely parking demand has also been assessed in Section 6.2 of the ITA. It is considered that the development is likely to generate demand for an additional 20 on-street parking spaces, which could be accommodated on Noel Williams Place and in the adjacent Windsor Park carpark. However, the adjacent Windsor Park carpark is privately owned by the Baptist Union so cannot be relied upon for resident and visitor carparking. In addition, the additional NSAAT parking restrictions proposed on Noel Williams Place will further reduce parking availability. AT is concerned about parking spillover from the site.	Addressed in response to T6.
7	NSAAT markings	In addition to the proposed NSAAT parking restrictions on the south-eastern side of Noel Williams Place, the applicant should assess the need for NSAAT markings to be installed at the cul- de-sac end of Noel Williams Place. The aerial photo in Figure 16 of the ITA shows that parking is occurring here.	The parking in this area will be removed to accommodate the new internal road connection and therefore NSAAT markings will not be required.
8	Road damage	The road pavement of Noel Williams Place is not in a good condition. Heavy construction vehicles will cause further deterioration.	Agreed and noted. Construction traffic effects will be addressed through a CTMP.
9	Certainty of mitigation	The ITA recommends mitigation i.e. additional NSAAT markings, some	As noted earlier, this is an application for rezoning. The reporting has identified that

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		footpath widening, and a footpath connection to the Windsor Park carpark access. The applicant is advised that this mitigation is not guaranteed as part of the plan change which rezones the land for development. Whether or not Council is able to require the mitigation as part of later land use and/or subdivision consent processes is dependent on the scale of development and how consenting is approached by the applicant. The trip generation control under E27.6.1 will only be triggered if a consent proposes 100 dwellings or a subdivision with capacity to accommodate more than 100 dwellings. If this control is not triggered, reliance would be on the provisions in the zone and subdivision chapters of AUP to achieve the mitigation.	appropriate mitigation can be considered and provided at any future land use application, and conditioned as part of consent.

Figure 1: Pedestrian Routes to Bus Stop