

Remuera Precinct Private Plan Change
Integrated Transportation Assessment Report

15 December 2023





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1 INTRODUCTION

Auckland Thoroughbred Racing has decided to divest approximately 6.2 hectares of land at 79 Ladies Mile from the eastern corner of the Ellerslie Racecourse Precinct. FRL has purchased this area of land and has obtained resource consent (through the fast-track process) to construct approximately 357 residential dwellings. The proposed 357 dwellings comprise a mix of detached, duplex and terrace houses, market apartments, and an apartment building for active retirement use. Building heights range from 1 to 7 storeys (above any basement levels). The proposed Remuera Precinct is located at the western end of the racecourse site and is bound by Ladies Mile and Derby Downs Place. The area of land subject to this plan change is currently part of a Special Purpose – Major Recreation Facility Zone and a plan change is now proposed to recognise the consented residential development. The precinct is to be referenced as the Remuera Precinct. Commute has been engaged to prepare an Integrated Transport Assessment (ITA) to support a proposed plan change for the Hill development in Ellerslie.

The Precinct enables housing choice including both medium to high density living opportunities with development up to 25m in height provided within the THAB zones. Development of the Precinct is defined by identified publicly accessible open spaces, areas of private open space, existing mature Pohutukawa trees (combined with a 6m setback in their vicinity) and garden streets.

Movement through the precinct is provided by two new public roads, one of which connects to Ladies Mile while the other connects to Derby Downs Place. Entry markers are proposed at these locations. A series of interconnected commonly owned access lots in combination with identified pedestrian routes provide internal linkages within and through the Precinct. An existing tunnel also connects Derby Downs Place with the infield of the racecourse.

The zoning of the land within the Remuera Precinct is proposed to be changed to Residential - Terrace Housing and Apartment Buildings and Residential – Mixed Housing Urban. No changes to the consents are proposed.

An ITA was prepared in August 2022 as part of the fast-track resource consent application. This assessment is still considered valid and is appended to this report. In this regard, the key transportation considerations of the proposed plan change are as follows:

- Consideration of the development potential of the site with the proposed zoning change compared to that within the current resource consent.
- Review of the transport effects of the site considering the above assessment
- Consideration of appropriate precinct provisions

2 EXISTING ENVIRONMENT

2.1 SITE LOCATION

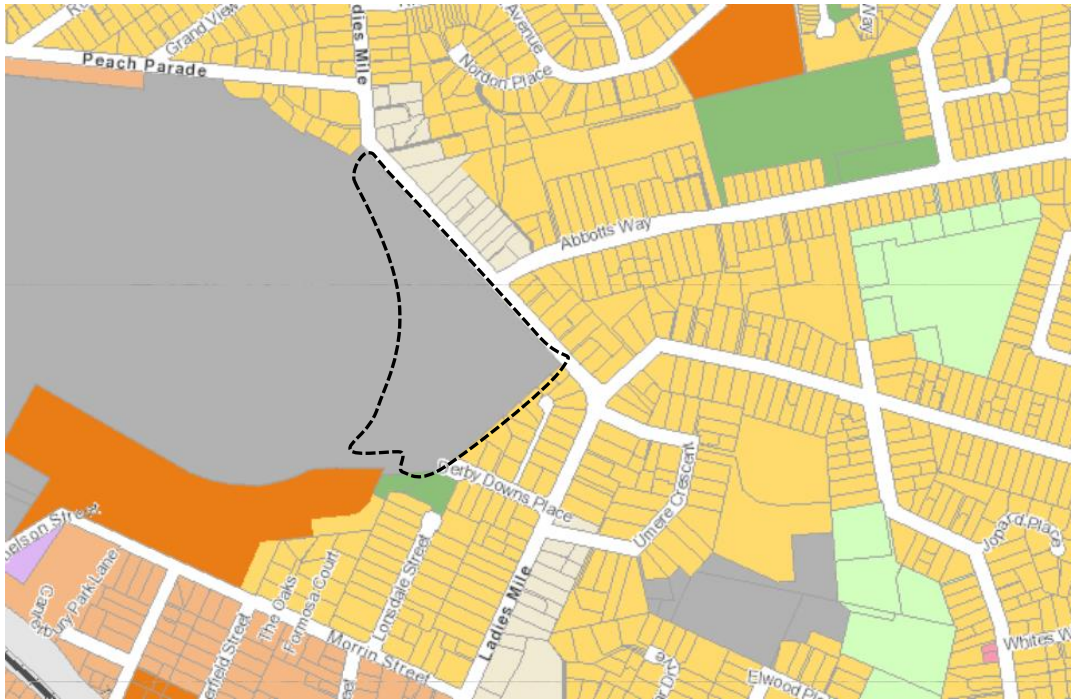
The site includes around 6.2 Ha of land as shown in Figure 2-1 at 79 Ladies Mile, Remuera. Currently the site is zoned as Special Purpose – Major Recreation Facility zone and is subject to the Ellerslie Racecourse Sub-Precinct provisions. The surrounding land is primarily Mixed housing suburban with some single house zoning on the opposite side of Ladies Mile as shown in Figure 2-2.

The proposed plan change looks to rezone land into a mix of Residential: Terraced housing and apartments (THAB) and residential: Mixed housing urban (MHU).

Figure 2-1: Site Plan



Figure 2-2: Existing Zoning AUP (OiP)

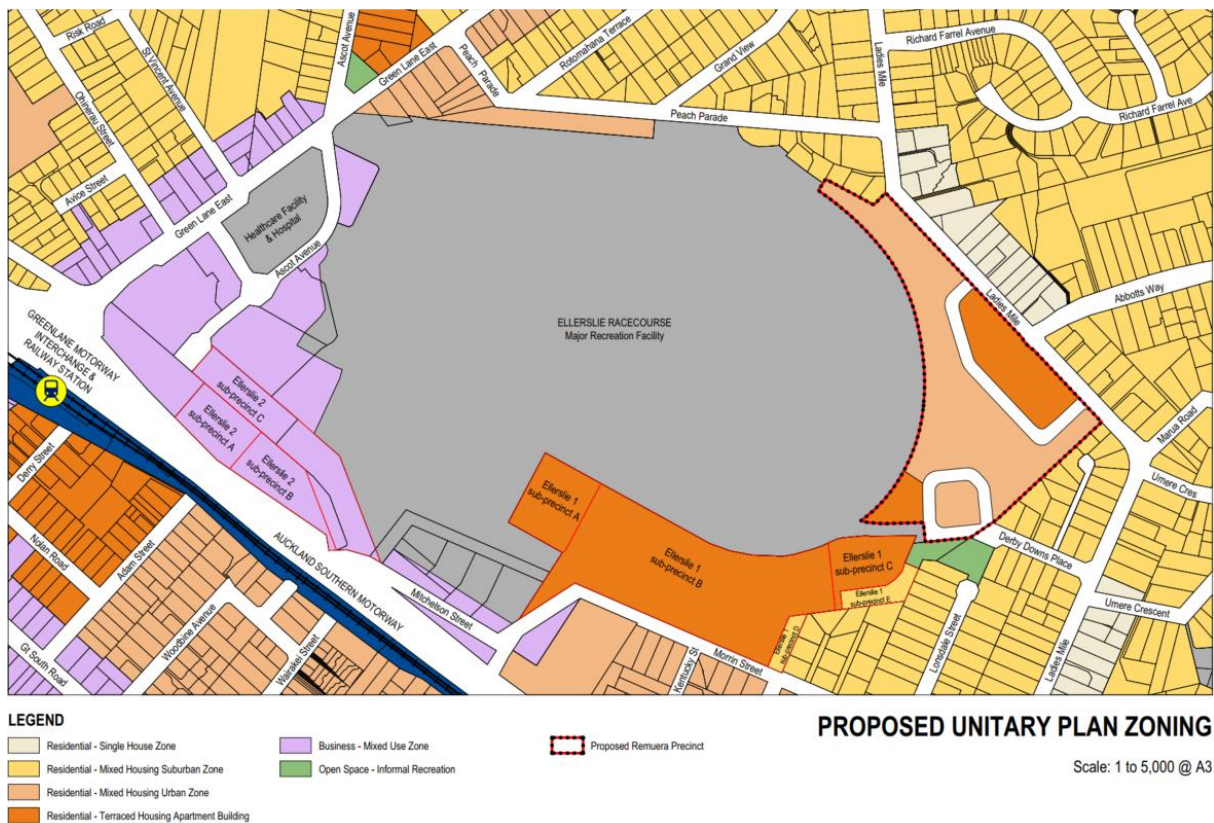


The area is bounded by the Ellerslie Racecourse to the west, Ladies Mile Road to the North and backs onto an existing residential area accessed from Hunterville Court which leads to Derby Downs Place.

2.2 PROPOSED ZONING

Figure 2-3 sets out the proposed zoning for the site under the PPC.

Figure 2-3: Proposed zoning



2.3 ROAD NETWORK

The Road network in the existing situation and future situation is set out in Appendix A.

3 PROPOSED DEVELOPMENT

3.1 OVERVIEW

The Fastrack process has consenting the following on the site:

- Apartments – 3 bedrooms - 55 units
- Apartments: 1–2-bedroom units - 152 units
- Detached dwellings – 37 units
- Terraced housing - 56 units
- Retirement beds – 57 units
- A café of 150m²

An indicative site plan is shown below in Figure 3-1.

Figure 3-1: Indicative Site Plan the Hill development



3.2 ZONING ENABLED DEVELOPMENT

The proposed plan change includes a mix of THAB and MHU zoning on the site. Table 3-1 sets out what would typically be expected in term of yeild from the propsoed zoning using typical rates for THAB and MHU zones.

Table 3-1: Expected yields for zoning

Zoning	Area (Ha)	Likely Yield	Yield
THAB	1.28	80 HUE per Ha	102
MHU	3.88	40 HUE per Ha	155
Likely development	5.16		257

The proposed development leads to

- THAB zoning: 55 units + 152 units + 57 units = 264 HUE
- MHU – 37 units + 56 units = 93 HUE
- A café of 150m²
- Total of 357 HUE

Overall the proposed development includes an increased dwelling number in the THAB zone and reduced dwelling count in the MHU zone. Overall, the consented development provides more dwelling density than would typically be expected in the THAB and MHU zone. This is unsurprising as the site has been developed in a comprehensive manner by a single developer.

4 TRANSPORT EFFECTS

The fast-track consent application reviewed the transport effects of The Hill development. The assessment can be found in Appendix A. Given the consented development is considered to represent the proposed zoning, (or indeed a higher number of dwellings than could typically be expected) the conclusions of the previous assessment are considered valid.

The Fast track ITA assessment concluded the following:

As a result of the development, additional transport demand is generated from the subject site. This demand is catered for via a range of transport modes. The surrounding road network currently experiences traffic congestion during peak periods with queues frequently observed on the surrounding streets. The surrounding network conditions for general vehicles will contribute to achieving mode shift for the site. As alternative transport options become more competitive for residents, additional trips via active modes and public transport are likely to occur.

The site is considered well positioned to encourage public transport, walking and cycling modes with good access to centres, retail area, employment opportunity and public transport hubs.

The Auckland Plan sets out a vision of a 'Quality Compact City'. In order to achieve this vision, The development strategy identifies the need to develop existing urban areas and growth nodes. While the Hill is not within an identified growth node (albeit adjacent to the Ellerslie Growth node), it represents a unique opportunity for density in an existing, well connected urban area supporting all the outcomes of the quality compact city.

From a transport perspective, the benefits of development of this site can be described as follows:

- *Greater productivity and economic growth – The Hill site places people within close proximity of numerous employment opportunities with great access to the major employment centres of the city centre and Newmarket.*
- *Better use of existing infrastructure – growing within existing urban areas makes more efficient use of existing assets. This is particularly relevant as upgrades to the surrounding network are proposed by the applicant.*
- *Improved transport outcomes – a compact urban form brings more people closer to their place of work. Greater population density supports faster, more frequent public transport services. Both reduce congestion on the road network and create a more efficient transport network overall*

It is acknowledged the traffic modelling shows some increase in delay on surrounding intersections and roads. Much of this additional delay is as a result of changes to the network to make a more hospitable and permeable environment for walking and cycling, something which this area has been deficient in the current situation.

5 PARKING

5.1 VEHICLE PARKING

The proposed plan change would mean the site would have the following parking provisions apply:

Table 5-1: Unitary Plan parking requirements

Residential activity	
Activity	AUP Parking requirements
All dwellings in the Terrace Housing & Apartment Buildings zone	No minimum and no maximum
Dwellings – studio	No minimum and no maximum
Dwellings 1 bedroom	No minimum and no maximum
Dwellings – two or more bedrooms	No minimum and no maximum
Business activity	
Activity	THAB zone
Retail (food and beverage)	No minimum and no maximum

The AUP rules under the proposed zoning do not change from what was assessed during the fast-track application. Therefore, the conclusions reached in the Fast track ITA remain valid. With no parking minimum or maximums present, the development was considered to meet AUP requirements.

6 ACCESS

6.1 PEDESTRIAN ACCESS

Within the existing situation, the surrounding network has a number of deficiencies from a pedestrian perspective. Ladies Mile has a section of footpath missing on the southern side of the road between Marua Road to north of Abbots Way. There are no formal crossing opportunities on Ladies Mile in the vicinity of the site.

The proposed development provides a network of pedestrian paths through and within the site with connections to the external network in a number of positions including:

- Upper Loop Road Northern intersection
- Upper Loop Road Southern intersection
- Derby Downs Place
- Lonsdale Street via the Derby Downs Domain
- Connections to the Ellerslie Racecourse trackside walkway (noting this is private ATR land)

Importantly, the site provides for permeability from a pedestrian perspective providing which increase route choice for pedestrians and allow for a variety of trips as demonstrated in Figure 6-1. It is

considered that the proposed development will therefore provide support for the uptake of the active modes of transport.

Figure 6-1: Pedestrian connectivity to surrounding areas



6.2 VEHICLE ACCESS

Vehicle access to the external road network will occur via either of the three connections:

- Lower Loop Road connection to Derby Downs
- Upper Loop Road / Ladies Mile – northern intersection
- Upper Loop Road / Ladies Mile – southern intersection

No direct residential vehicle crossings to private dwellings are proposed to Ladies Mile. On the Upper and Lower Loop Road, vehicle crossings are proposed to a number of dwellings. All vehicle crossings (including JOALS) are proposed to be designed to Auckland Transport standards (e.g. currently GD017A).

7 INTEGRATION WITH FUTURE TRANSPORT NETWORK

The Fast track ITA includes an assessment against the following strategies and policies:

- AT Future Connect
- Auckland Plan 2050;
- Auckland Regional Land Transport Strategy 2010;
- Auckland Regional Public Transport Plan 2013;
- Sustainable Transport Plan 2006-2016;
- Climate Change policy; and
- AUP (OiP).

No significant changes have occurred since this assessment was undertaken. More details can be seen in Appendix A.

8 UPGRADES REQUIRED

Table 8-1 summarises the Implementation of external road upgrades proposed as mitigation for the development as assessed for the Fast track resource consent application.

Table 8-1: Implementation Plan

Trigger	Upgrade	Comments	Responsibility
Prior to occupation of the 20th dwelling in Superlots 107, 108 and 109.	Ladies Mile / Derby Downs Place – signalised intersection	Intersection upgrade required for development to access network	Developer
Prior to completion of the Upper loop road (Lot 111)	Ladies Mile flush median	Median is proposed to provide safe turning movements into and out of the site.	Developer
Prior to completion of the Upper loop road (Lot 111)	Provision of a solid median for the southern Upper Loop Rd and Ladies Mile intersection	solid median provided to prevent right turns from the southern Ladies Mile/Upper loop road intersection	Developer
Prior to completion of the Upper loop road (Lot 111)	Ladies Mile footpath upgrade along site frontage	Footpath fills a gap in the network with benefits to both Hill residents and others in the surrounding area.	Developer
Prior to occupation of the first dwelling on Superlot 102 (building B) or 103 (building C1/C2)	Upgrade to Ladies Mile / Abbotts Way intersection with pedestrian crossings	Additional pedestrian crossings at the intersection with benefits to both Hill residents and others in the surrounding area.	Developer
Prior to occupation of the first dwelling on Superlot 102 (building B) or 103 (building C1/C2)	Provision of a new northbound bus stops on Ladies Mile north of Abbotts Way	Additional bus stops to serve bus routes passing this section of Ladies Mile. Benefits to both Hill residents and others in the surrounding area	Developer

Prior to occupation of the first dwelling on Superlot 102 (building B) or 103 (building C1/C2)	Relocation of southbound Ladies Mile bus stop	bus stop relocation at AT request to allow two bus services to be consolidated onto one bus stop	Developer
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9 RESOURCE CONSENT CONDITIONS VS PROVISIONS

A number of resource consent conditions were identified related to traffic and transport for the Resource consent application. For assurance supporting infrastructure is provided, it is recommended that a number of these conditions are included in the Precinct conditions.

Table 9-1: Commentary on Transport related consent conditions vs Precinct conditions

Condition	Details	Include in precinct provisions
Construction Traffic Management Plan (CTMP)	The Consent Holder must prepare a CTMP and provide it to Council at least 20 Working Days prior to works commencing for certification in accordance with Condition 7. The objective of the CTMP is to ensure that during demolition, earthworks and construction activities on the surrounding road network (including the footpaths) operate safely and efficiently for all road users including pedestrians.	Covered by RC, no need for a precinct provision
Construction Traffic Management Plan (CTMP)	The CTMP must include specific details relating to avoiding, remedying or mitigating adverse effects on the environment from demolition, earthworks, construction and management of all works associated with this development, and setting out procedures to be followed which ensure compliance with the conditions of consent, as follows: a. Contact details of the appointed contractor or project manager (phone number, email, postal address); b. A general outline of the construction programme for each stage; c. Details of Site access / egress over the entire construction period and any limitations on truck movements. All egress points should be positioned to achieve appropriate sight distances; d. Plans showing areas where stockpiles, and storage of equipment (including contractor parking) will occur so that any obstruction of public spaces (e.g. roads) is minimised; e. Plans showing the location of any Site offices, worker facilities and worker car parking required during the construction period; f. An overview of measures that will be adopted to prevent unauthorised public access during the construction period; g. Location of traffic signs on surrounding streets and proposed signage for traffic management purposes during demolition and construction; h. Construction dates, hours of operation and any restrictions on Site access at certain times; i. Measures to ensure satisfactory vehicle and pedestrian access is maintained to adjacent properties at all times; j. Temporary protection measures to be installed to minimise any damage to public roads, footpaths, berms, kerbs, reserves or other public assets as a result of the demolition, earthworks and construction activities; k. The process to record and investigate all traffic complaints; and l. Identification of haulage routes with Auckland Council and Auckland Transport prior to commencement of works	Covered by RC, no need for a precinct provision
Engineering Plan Approval 30.	Prior to the commencement of the construction of any new public assets to be vested in Auckland Council, the Consent Holder must obtain Engineering Plan Approval from Auckland Council for those assets. The relevant Engineering Plan(s) must include information regarding the following engineering works: a. A road safety audit must be undertaken of	Covered by RC and specific to the RC development, no need for a precinct provision

	<p>the north and south Upper Loop Road intersections with Ladies Mile, the Abbots Way/Ladies Mile intersection, the new signalised intersection at Derby Downs Place/Ladies Mile, and the new roads to vest in Auckland Council, by a suitably qualified independent consultant. The findings of the safety audit must be used to guide the detailed design of the intersection. The Road Safety Audit must be provided to Council for certification prior to Engineering Plan application for the intersection being approved. 44 b. The Consent Holder must obtain Engineering Plan Approval from the Council (Parks Planning Team Leader) for all the streetscape landscaping and must service the development as detailed in Condition 1. c. All new public assets including streetscape landscaping assets must be designed to Auckland Code of Practice for Land Development and Subdivision: Chapter 7: Green Assets and Landscaping.</p>	
Traffic conditions	<p>78. The southern Upper Loop Road/Ladies Mile intersection must operate on a left-in, left-out basis only and must be constructed in general accordance with the design on Engineering Plan C301.</p>	<p>Covered by RC and specific to the RC development, no need for a precinct provision</p>
	<p>79. Prior to completion of the Upper Loop Road (Lot 111) the Consent Holder must construct a solid median for the southern Upper Loop Road and Ladies Mile intersection to prevent right turn movements into and out of the southern Upper Loop Road exit which must be in general accordance with the design on Engineering Plan C301.</p>	<p>Covered by RC and specific to the RC development, no need for a precinct provision</p>
	<p>80. The painted median and right turn in bay to the northern Upper Loop Road intersection on Ladies Mile must be completed by the Consent Holder when the Upper Loop Road is constructed in general accordance with the design on Engineering Plan C302.</p>	<p>Covered by RC and specific to the RC development, no need for a precinct provision</p>
	<p>81. The pedestrian footpath on Ladies Mile must be completed prior to occupation of the first dwelling of Superlot 101, 102 or 103 in general accordance with the design on Engineering Plans C301, C302 and C303.</p>	<p>Include as a precinct provision, however reword to remove reference to specific engineering plans.</p>
	<p>83. As part of the Derby Downs/Ladies Mile intersection upgrade, the Consent Holder must upgrade the flush median on Ladies Mile at the southern end of the Umere Crescent intersection in general accordance with Plan C307 and C308.</p>	<p>Include as a precinct provision, however reword to remove reference to specific engineering plans.</p>
	<p>84. The physical works in COAL B must include cycle ramps adjacent to the stairs to enable cycles and scooters to utilise the stairs.</p>	<p>Covered by RC and specific to the RC development, no need for a precinct provision</p>
	<p>85. The physical works must include footpaths along the southern sides of COAL A, COAL C and COAL E, and to connect COAL C and COAL E</p>	<p>Covered by RC and specific to the RC development, no need for a precinct provision</p>
	<p>86. Prior to occupation of the 20th dwelling in superlots 107, 108 and 109, the Consent Holder must upgrade the Derby Downs Drive/Ladies Mile Intersection to a signalised intersection in general accordance with the design on Engineering Plans C307 and 308 and the consent holder must upgrade the flush median on Ladies Mile and the Southern end of the Umere Crescent intersection in general accordance with Plan C307 and C308 to be widened to 2m to provide safe turning movements into and out of the site. The adjacent southbound vehicle land must be 3.5m wide.</p>	<p>Include as a precinct provision, however reword to remove specific superlot numbers and reference to specific engineering plans.</p>

	<p>87. The Council may, under section 128 of the Resource Management Act 1991, initiate a review of the conditions of this resource consent, within the months of August and September of every third year following the commencement of this consent. Such a review is to deal with any adverse transport effects associated with the use of the COAL network within the Site for "rat-running" that may arise from the exercise of these resource consents. Should more than 60 vehicles per any peak hour use the COAL network within the Site to travel directly between Ladies Mile (north) and Ladies Mile (south), or vice versa, for the purpose of avoiding the Ladies Mile/Abbotts Way and/or Ladies Mile/Marua Road intersections, or any other traffic issues arise from the use of the COAL network, then a review of conditions may allow for the consideration of the 59 deletion, amendment or addition of new conditions related to traffic issues arising from the use of the COAL network as necessary to avoid, remedy, or mitigate any relevant adverse transport effects. In addition to the general frequency of review above, for the first three years following the vesting of both the Upper Loop Road and Lower Loop Road (completion of vesting of both roads), the Consent Holder must monitor for "rat running" behaviour annually during the months of August and September and provide the results of this monitoring to the Council within one month following the end of 5 September in that year. The Council may initiate a review of the conditions at any time within one month of receiving the above monitoring information if it shows the threshold of vehicle movements outlined earlier in this condition to be exceeded. Should any review result in any changes to conditions requiring further mitigation to address 'rat running' behaviour within any COAL, implementing any mitigation must be at the expense of the Consent Holder.</p>	<p>Covered by RC and specific to the RC development, no need for a precinct provision</p>
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10 CONCLUSION

The proposed plan change looks to change the zoning within the proposed Remuera Precinct to a mix of THAB and MHU zoning. The Hill development has an approved resource consent for a comprehensive development of the site.

From a traffic perspective, the consented development represents a level of development consistent with (or more intensive) than the proposed zoning would typically enable. As such, the assessment undertaken during the fast-track application is considered valid and provides an accurate assessment of transport effects for the site.

The consented development required a number of transport upgrades which were proposed by the development and included as consent conditions. A number of the transport related consent conditions are considered necessary to include as precinct provisions.

Based on the above analysis, and due the existing comprehensive Auckland Unitary Plan transport provisions remaining in place and applying to any development of the site, the only additional transport related specific provisions are identified in the above section. These conditions are considered to be the most appropriate transport planning provisions for this plan change.

Assuming the transport requires are included as precinct conditions, we consider the proposed development to be:

- Consistent with the relevant policy and plans within Auckland.
- To have positive effects on the surrounding Public Transport, pedestrian and cycle networks.
- To have minimal discernible effects on vehicle trips travelling through the surrounding area.
- To be an appropriate zoning for the site from a transport perspective,

Accordingly, it is concluded that there is no traffic engineering or transportation planning reason to preclude acceptance of this Proposed Plan Change.

Commute Transportation Consultants

ATTACHMENT A – RESOURCE CONSENT ITA ASSESSMENT