

Your Comment on Melia Place

All sections of this form with an asterisk (*) are mandatory.

1. Contact Details

Please ensure that you have authority to comment on the application on behalf of those named on this form.

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2. *We will email you draft conditions of consent for your comment

✓	I can receive emails and my email address is correct	<input type="checkbox"/>	I cannot receive emails and my postal address is correct
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3. Please provide your comments on this application

If you need more space, please attach additional pages. Please include your name, page numbers and the project name on the additional pages

Overall Summary

1. Thank you for the opportunity to provide comment on the Brickfields, Scott Road development. Auckland Transport has reviewed the application documents submitted with the Melia Place Development (the **Project**) which is a referred project under Schedule 28 of the COVID-19 Recovery (Fast-track Consenting) Referred Projects Order 2020. Auckland Transport previously provided pre-application comments on this development proposal to the Applicant via Auckland Council in April 2021.
2. Auckland Transport has no fundamental concerns with an Integrated Residential Development (**IRD**) at this location noting that the Residential-Single House Zone rules in the Auckland Unitary Plan Operative in Part (**AUP(OIP)**) have anticipated IRD within this zone, subject to suitable siting and design, by its specific inclusion in the zone rules as a discretionary activity, and also via recognition within *Policy H3.3(8)*.

3. Auckland Transport has identified some areas in the Project design where further changes would improve safety and encourage higher use of public transport facilities, and has provided some recommendations on conditions. These recommendations are provided within the context of the objectives and policies of Chapter E27 Transport of the AUP(OIP) (Objectives 1, 2 and 5 and Policies 1, 2 and 20) and Chapter E38 – Subdivision (Objectives 4 and 6).
4. Detailed comments by general topic are set out below.

Parking

5. For dwellings without garages, the Applicant is proposing to provide bicycle parking either in lockable outdoor yards or secure storage lockers. This will meet the AUP(OIP) requirements for bicycle parking and is supported. As no plans were identified that show the locations of visitor bicycle parking or storage lockers for individual properties, a consent condition is recommended to require this bicycle parking, as described in the Transport Assessment Report (**TAR**).
6. In pre-application comments Auckland Transport queried whether there are any shared parking arrangements between the bowling club and Returned Services Association (**RSA**) activities that would be affected by the Project (e.g. if overflow RSA parking relied on any bowling club car parking that is proposed to be removed). The TAR states that there are no shared parking arrangements. On this basis Auckland Transport has no further comments regarding the proposed on-site car parking supply.

Refuse Collection

7. Auckland Transport supports the proposal to use private refuse collection for the new dwellings and is satisfied based on tracking provided by the Applicant that refuse trucks can enter and exit the site in a forward direction. The Waste Management Plan condition (draft Condition 62) proposed by the Applicant will ensure compliance with this requirement.

Vehicle Access

Melia Place Access

8. The existing vehicle access which serves both the bowling club and RSA is immediately adjacent to the vehicle crossing at 11 Melia Place. The TAR states that the vehicle crossing for the Project (at the property boundary) is separated from the crossing at 11 Melia Street by 3.3m, whilst CIVIX Drawing 1207, with the proposed footpath along the eastern side of the accessway, scales at approximately 4.2m. Whichever of these is correct, such a distance will comply with the AUP(OIP) requirements for a 2m separation.
9. Auckland Transport supports the proposal to install a gate at this access to prevent general traffic using this site as a through route and to help prevent 'rat-running'. It is recommended that the requirement for a gate is included as a consent condition.
10. As separately assessed in the Traffic Assessment section below, due to congestion at the Melia Place/Whangaparāoa Road/ Poplar Road intersection, and safety concerns regarding increased traffic trying to execute a right turn out during the morning traffic peak, Auckland Transport considers that this access should be designed and managed as an entry only access to the application site. A consent condition is recommended in this regard.

Vipond Road Access

11. The existing vehicle access to Vipond Road also serves both the bowling club and RSA. This is a private access, but the intersection and accessway are formed and marked as a road, including a *STOP* limit line and *No Stopping At all Times* (NSAAT) markings, whilst a right turn bay is marked on Vipond Road. The Project will have legal access to Vipond Road from the existing accessway via an existing easement. Auckland Transport considers the standard of this access to be appropriate for the Project.

Traffic Assessment

12. The Melia Place /Whangaparāoa Road/Poplar Road intersection is a four-armed intersection with Melia Place and Poplar Road being *STOP* controlled. A right turn bay is provided on Whangaparāoa Road to assist right turns at the intersection. There are marked shoulders on either side of Whangaparāoa Road which allow parking.
13. The TAR states that there is congestion at the intersection but does not describe the actual operation of the intersection in terms of where queuing occurs or the extent of queuing.
14. The TAR reports that Whangaparāoa Road has high traffic volumes (34,000 vehicle per day) with 2,800 to 3,300 vehicle per hour (vph). Based on this, traffic flows along Whangaparāoa Road are likely to be relatively constant providing few gaps for vehicles on the side roads to exit onto the main road. The Vipond Road/Whangaparāoa Road to the west is a traffic signal controlled. This intersection is likely to create some gaps in the eastbound flow through its normal operation.
15. Traffic modelling has been provided through a SIDRA model output for the intersection. The results show that Poplar Road and Melia Place are extremely congested. The traffic assessment has assumed low traffic volumes using Melia Place, with no traffic turning right out of Melia Place due to the congested nature of the intersection.
16. Section 5 of the TAR provides a summary of the crashes in the area, including at the Melia Place/Whangaparāoa Road intersection. The TAR concludes that there is no crash history relating to movements into and out of the site and thus no apparent safety concerns. Examination of the CAS data for the five-year period of 2016 to 2020 plus all available data for 2021 shows that there have been five reported crashes at the Melia Place /Whangaparāoa Road /Poplar Road intersection. Four of these crashes related to vehicles turning at the intersection to or from Poplar Road. One was serious, one minor and the remaining non-injury. A feature of all of these crashes was to do with motorists not appropriately judging gaps in the traffic flow along Whangaparāoa Road.
17. It is likely that the crashes related to Poplar Road rather than Melia Place as Poplar Road currently has a higher volume of traffic as it serves a much higher number of dwellings and a boat builders' yard (152 vehicle movements at Poplar Road compared to 22 vehicle movements at Melia Place in the AM peak hour¹). The residential development is likely to result in additional traffic movements into and out of Melia Place. Whilst it is accepted that residents of the new development may choose to use Vipond Road access in preference to Melia Place when exiting the site and travelling to the west due to congestion at the Melia Place/Whangaparāoa Road intersection, Auckland Transport

¹ Traffic volumes for the AM peak hour extracted from Table 2 of the Traffic Assessment Report

has concerns over this intersection and its ability to accommodate traffic from the development safely, particularly in regard to right turn out movements.

18. The TAR states that residents are expected to respond to the conditions and, therefore, reroute to use the Vipond Road access. However, residents (or visitors) have a choice of access and thus residents or visitors may still use Melia Place to turn right onto Whangaparāoa Road. Visitors will also not necessarily be familiar with the local traffic conditions.
19. The Melia Place/Whangaparāoa Road/Poplar Road intersection is congested and, as acknowledged in the TAR (Section 14.1), with increasing congestion drivers may attempt to use smaller gaps in the opposing traffic flows in order to exit the side roads. The Safe System ² acknowledges that people make mistakes. If motorists experience delay turning right from Melia Place onto Whangaparāoa Road there is a risk that a driver may select an inappropriate gap which could lead to a crash causing death or serious injury.
20. The existing crash patterns show there have been injury crashes (including a serious injury) associated with the Poplar Road leg of the intersection. The development allows for increased traffic on Melia Place and whilst the additional volume and thus probability of a crash may be small, it is the potential severity of the crash that is of most concern.
21. Whilst motorists from the bowling club and RSA are able to currently utilise Melia Place to travel to and from Whangaparāoa Road, vehicles movements will likely be at off-peak times when traffic volumes on Whangaparāoa Road are lower (such as evenings). In contrast, movements associated with the proposed development would occur throughout the day, with highest volumes during the AM and PM peaks.
22. Restricting vehicle movements from the site at the Melia Place vehicle access via entry only would address this concern. The Vipond Road access is available as an alternative, as noted in the TAR, if access is restricted to entry only from Melia Place. A condition restricting vehicle access to entry only at Melia Place is recommended. This recommendation is made within the context of Policy E27.3 (20):

Access

(20) Require vehicle crossings and associated access to be designed and located to provide for safe, effective and efficient movement to and from sites and minimise potential conflicts between vehicles, pedestrians, and cyclists on the adjacent road network.

23. The site access via 43A Vipond Road is formed as an intersection with kerb and channel and marked right turning bay. This access point, therefore, operates as an intersection. The traffic assessment shows that there are no operational issues with this access onto Vipond Road. This access is considered to be appropriate for the development.

² The Safe System was introduced as part of Safer Journeys: New Zealand's Road Safety Strategy 2010-2020 and works on the principle that it is not acceptable for a road user to be killed or seriously injured if they make a mistake.

24. As was highlighted in the TAR for the Melia Place/Whangaparāoa Road intersection, Whangaparāoa Road is congested. It would, therefore, be reasonable to expect that the Vipond Road/Whangaparāoa Road intersection would also be congested. The total traffic generated by the development would be a small proportion of the total traffic travelling through the intersection (less than 1%) and thus is unlikely to make a notable difference to the operation and efficiency of the intersection.

Public Transport

25. The TAR describes the public transport in the vicinity of the site. This includes two bus routes, the 982 on Whangaparāoa Road which is a connector service with a frequency of between 5 to 9 buses per hour in the peak periods in the peak direction of flow, and at least 30 minutes during the day in both directions. Route 983 which travels along Vipond Road then Whangaparāoa Road is a local service with a current frequency of hourly except in the peak direction of travel when there are four buses per hour at peak times. These routes are illustrated in Figure 1 below.

26. As can be seen from this figure, bus route 982 is a direct route along Whangaparāoa Road between the site and the Hibiscus Coast Station, whereas bus route 983 serves other suburbs along the route. According to Auckland Transport's journey planner, route 982 has a journey time of 14 minutes, whereas route 983 has a journey time of 23 minutes³. Route 982 is, therefore, significantly quicker with much greater frequency than Route 983.

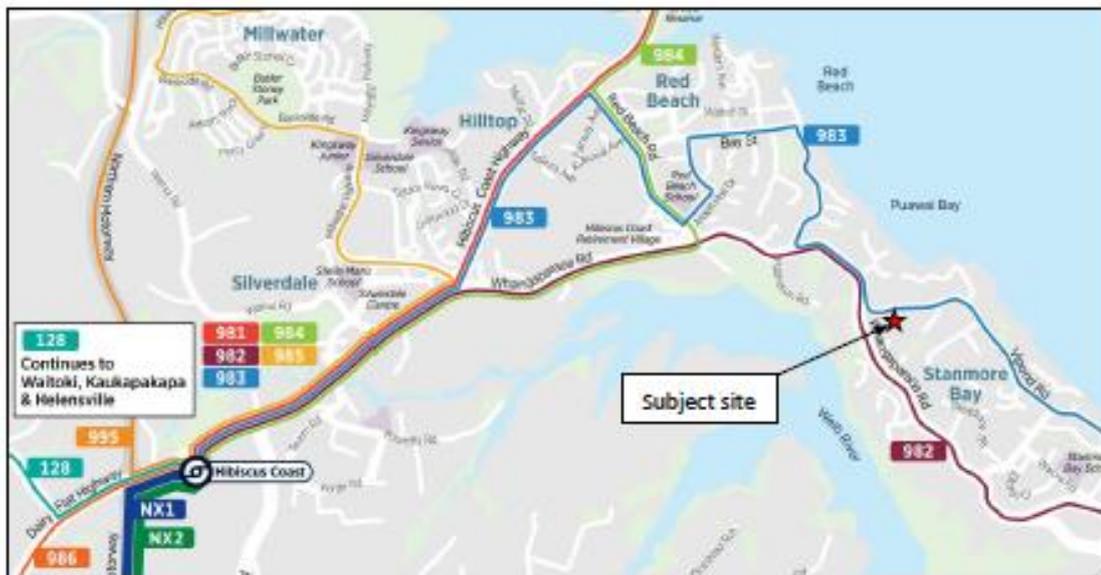


Figure 1: Bus Routes (Source: Auckland Transport)

27. The TAR states that the development is well-connected to public transport. For residents wanting to use the more frequent and quicker Route 982 buses to reach the Hibiscus Coast Station to connect to city bound buses, however, this requires them to cross the busy arterial road (Whangaparāoa Road). This would be challenging as there are no pedestrian crossing facilities to reach the westbound (city bound) bus stop. This would be a barrier to potential bus users, particularly the young or those less mobile. Similarly, there are no pedestrian crossing facilities on

³ Journey times based on travel between 7.00am and 7.30am on a Wednesday in February 2022

Vipond Road to cross from the eastbound (outbound) bus stop to the development, but this is considered less of a concern given the lower traffic volumes on Vipond Road.

28. The TAR states that bus passengers can avoid crossing Whangaparāoa Road to travel towards Hibiscus Coast Station by using the bus stop on Vipond Road. Whilst that may be the case, these buses are less frequent and less convenient as they do not travel directly to the station. The inconvenience of using the longer and less frequent buses on Vipond Road to avoid crossing Whangaparāoa Road is likely to be reduce the attractiveness of using public transport.
29. Improvements for pedestrians to reach the Whangaparāoa Road city bound bus stop, such as a pedestrian crossing or refuge island on Whangaparāoa Road, would ideally be provided to encourage use of public transport as an alternative to private vehicle travel. This would provide greater consistency with the Objectives and Policies of Chapter E27 - Transport of the AUP(OIP) and in particular Objectives 1, 2 and 5, and Policies 1 and 2, and Chapter E38 – Subdivision Objectives 4 and 6. The Applicant acknowledges the benefits of such a facility but considers that as this is an existing safety issue that would have wider benefits than this specific development and accordingly should not be required to be implemented as part of this Proposal.⁴ However, Auckland Transport would point out that the development would generate greater demand for a safe crossing point. This is discussed further in the next section.

Provision for Pedestrians

30. Section 9 of the TAR describes the existing pedestrian provision on Melia Place and Vipond Road. It recommends that the footpath that runs from Vipond Road to the site should be widened to a minimum of 1.5m through the RSA site (for any vested road, a 1.8m wide footpath would be required, but as this in an internal road/link, this width is considered acceptable). This recommendation is supported provided that it does not narrow down the width of the access way which may create operational issues for two-way traffic if the access way is reduced to below 5.5m. This width is the minimum required width of a two-way access way without passing bays in the AUP(OIP).
31. To provide for pedestrians to reach the wider transport network a footpath should be provided from the site to Melia Place to connect to the footpath on the eastern side of the vehicle crossing at 11 Melia Place. The Civix drawing 1207 shows a facility along both sides of the access onto Melia Place that would be available to pedestrians. This is supported by Auckland Transport.
32. As discussed above, a pedestrian crossing facility across Whangaparāoa Road would ideally be provided for accessibility to the city bound bus stop which provides a connector bus route to the Hibiscus Coast Station. Given this development will create demand for the provision of a safe facility to enable residents and visitors to access appropriate public transport services, then Auckland Transport recommends consideration be given to including a condition requiring a facility be provided by the Applicant.
33. Lighting would need to be provided along the walkways and within the right of ways or JOALS within the site. Implementing suitable lighting will support active transport choices such as walking and cycling. Proposed Condition 18(b) requires lighting in all shared driveways, car and bike facilities and footpaths, which is supported by Auckland Transport.

⁴ See Section 14.2 of Traffic Assessment Report

Consent Conditions

34. Proposed Condition 1 requires the development to be constructed in general accordance with the plans and details submitted with the application. Auckland Transport would prefer the following matters proposed in the application to be subject to specific consent conditions:
 - Provision for bicycle parking for visitors and long-term secure bicycle parking for dwellings unable to provide garaged spaces or secure locked yards in accordance with E27 – Transport, Standard E27.6.2(6) and Table E27.6.2.5(T81) of the AUP(OIP).
 - Provision for a gated access for Vehicles at the Melia Place access to prevent general through traffic.
35. Auckland Transport recommends a new condition requiring measures to be implemented to restrict the Melia Place vehicle access to entry into the site only.
36. Auckland Transport supports Condition 18(b) in regard to lighting and Condition 62 requiring a Waste Management Plan.
37. Auckland Transport recommends that the Expert Consenting Panel consider whether a condition can be imposed on the consent for this development requiring a pedestrian crossing facility on Whangaparāoa Road given the demand expected from this development and safety issues in accessing bus services on the far side of that road identified.
38. Auckland Transport looks forward to the opportunity to review the draft consent conditions in due course.

Thank you for your comments