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TDG Ref: 13725  
27 October 2016

Issued via email: [Ajones@propertygroup.co.nz](mailto:Ajones@propertygroup.co.nz)

Dear Angela

## **Shelly Bay Masterplan Response to Further Information Request – Transportation Matters**

Wellington City Council's letter of 7 October 2016 seeks further information in response to the Resource Consent application for the mixed use development within the area known as Shelly Bay. Included below are the relevant traffic and transportation matters raised, along with our response to the further information requested.

### **1. Vehicle Access**

*The minimum width of the rear access lane from the end of lane D scales 4.0-4.5m wide. This width widens after 80m. Hence, for the first 80m, the access lane will function only as a single lane. A passing bay will be required within the first 80.0m. The WCC Code of Practice requires a passing bay every 50.0m*

The plans have been updated to show a passing bay provided on the access lane, along with some widening at the Lane D end, to better facilitate passing should opposing vehicles meet from time to time on the access lane (see Envelope drawing: 1098-01 302 R2).

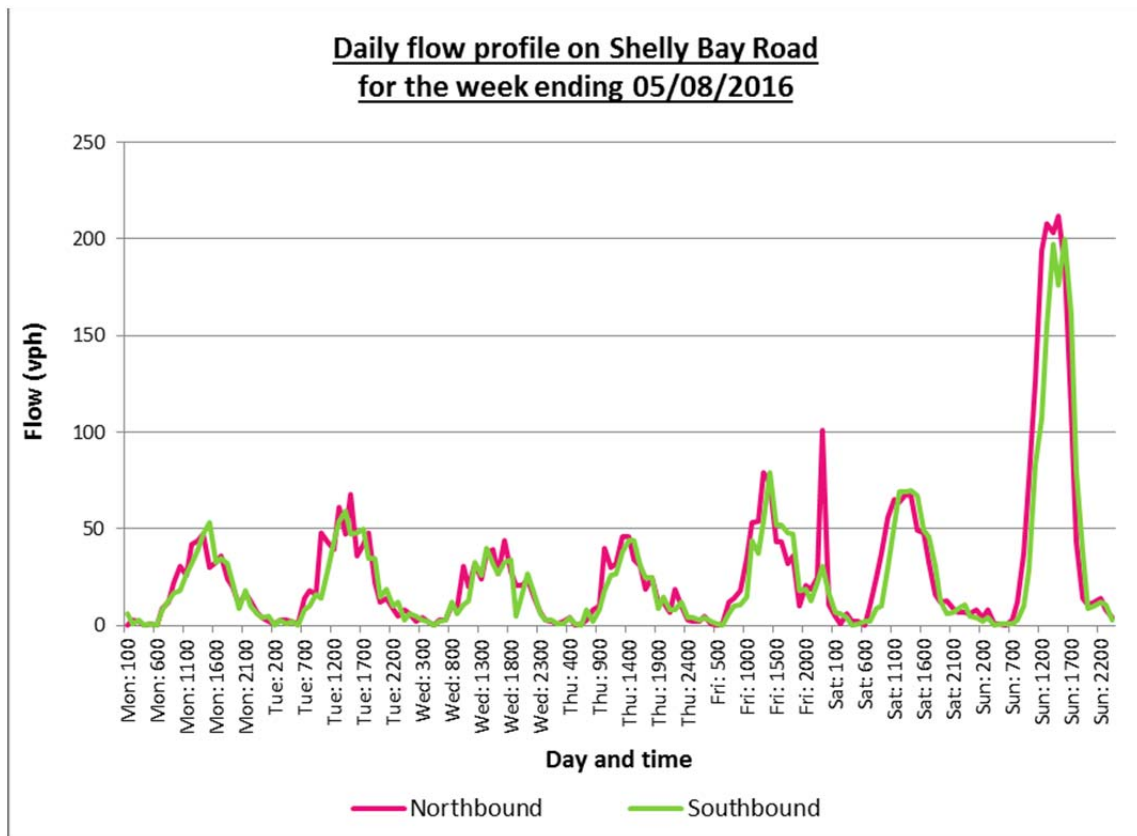
*Section 8 of TDG's report advises that loading zones will be outdoor and may be shared. It is proposed that specific details of the individual loading zones as part of the detailed design. The report advises that there is adequate provision for service trucks (Medium rigid Truck) to turn on-site and therefore enter and exit the laneways in a forward direction. Tracking curves indicating movement and manoeuvring of a service truck (Medium Rigid Truck) accessing the private laneways should be provided.*

The updated plans provide the tracking paths for an 8m MRT to enter the laneway in a forward direction, utilise some of the available circulation area of the parking mews to turn around in, and then exit the laneway again in a forward direction (see Envelope drawing: 1098-01 350 R1).

### **2. Traffic**

*The TDG report includes hourly traffic volumes through the day, however, it's not clear if these figures are weekday averages or include weekends. Separate information on weekdays and weekends (Saturday and Sunday separately) will need to be provided.*

Figure 2 of the September 2016 TDG TAR shows the average 7-day traffic volume profile. **Figure 1** below provides the hourly traffic volume profiles (separated by direction) recorded by tube counter on Shelly Bay Road, some 500m north of Miramar Avenue, during the 1<sup>st</sup> week of August 2016.



**Figure 1: Hourly Traffic Counts for Shelly Bay Road**

As shown, the volumes on Sundays are somewhat higher than those recorded during the rest of the week, representing the recreational function that Shelly Bay Road serves outside of the traditional commuter peak periods.

**Pedestrian and cycling numbers using Shelly Bay Road, current and projected, will need to be provided.**

**Appendix A** provides the existing cycle and pedestrian volumes in the vicinity of the Shelly Bay Road / Miramar Avenue intersection (provided by Council), for a weekday AM, IP, PM, and Saturday midday peak hour, as recorded in May 2016.

The survey count data in appendix A indicates that no cyclists were recorded either entering or exiting Shelly Bay Road during the weekday AM commuter peak hour, whilst a total of 4 and 3 cyclists were observed on this part of Shelly Bay Road during the weekday midday and PM peak hours, respectively, on the day of the survey. Data for the Saturday midday peak hour period shows a total of 30 cyclists turned either into or out of Shelly Bay Road, at the Miramar Avenue intersection, which again represents the recreational function of the route. The pedestrian volume data indicates 1 or 2 individuals using the Miramar Avenue end of Shelly Bay Road during the weekday morning and lunchtime peak hours, whilst some 10 and 21 pedestrians were observed during the weekday PM and Saturday midday peaks, respectively, with a proportion of these likely to be using the footpath connection that leads up to Aranui Street.

Whilst it is difficult to forecast the number of development residents who could commute to work using active modes, the 8%<sup>1</sup> figure provided in the 2013 census results for nearby meshblocks suggests that, assuming a resident working population of around 355 individuals<sup>2</sup>, then applying these rates indicates some 28 employees could be expected to use active modes to travel to work. Notwithstanding this, the development sites geographic location would

<sup>1</sup> See TDG Report Table 3

<sup>2</sup> Based on ratio of 1.3 Employees per dwelling (as reported for Miramar North Ward, Census data 2013) for 273 dwellings



mean it would likely generate a smaller quantum of people walking to work say, than currently exists for residents that reside in meshblocks closer to Miramar centre, although the presence of the ferry service for commuting can be expected to off-set this difference in favour of fewer people having to rely on private vehicle transport for work trips.

With respect to staff travelling to the development site, then again adopting the existing commuter mode travel patterns of those established residential meshblocks nearby, it can reasonably be expected that up to 8% of employees at the site would either walk, jog or cycle to work; this translates to some 4 employees (of the 50 or so staff at the site).

It can reasonably be expected that of those individuals living/working at the development site that choose to use active modes, some will make use of the available route along the top of the Miramar peninsula rather than using Shelly Bay Road, particularly those travelling to and from Miramar centre or the areas of employment to the north (i.e. Weta etc.).

***There is a discrepancy between the number of units (and therefore associated carparking) discussed in the Assessment of Environmental Effects and the TDG report. Please provide an updated traffic report by TDG to reflect the number of household units discussed in the AEE.***

In line with the Masterplan nature of the application, the 350 units described within the AEE represents an indicative residential activity development threshold. In this manner, given the exact composition of the development is yet to be finalised, it is necessary to provide some flexibility for the option of including a retirement complex at the site, if there is sufficient market interest at the time.

Accordingly, the TDG report has included assessment of a development scenario that provides a mixture of residential activity, including some 273 apartment/townhouse dwellings; 65 retirement apartments; and an additional aged care facility incorporating a total of up to 55 serviced apartments and supervised care units (giving a total of 393 units). The quantum of parking demand and levels of traffic generation associated with such a development scenario are considered to be similar to that of a scenario where instead of a retirement complex, the balance of development units would be made up of additional residential apartments.

We trust this response adequately addresses the matters raised by Council.

Yours sincerely  
**Traffic Design Group Ltd**

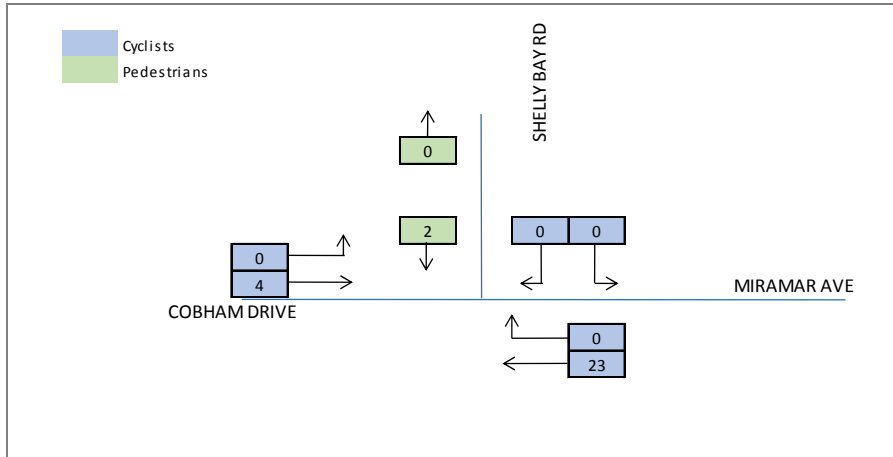
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**Principal Transportation Planner**

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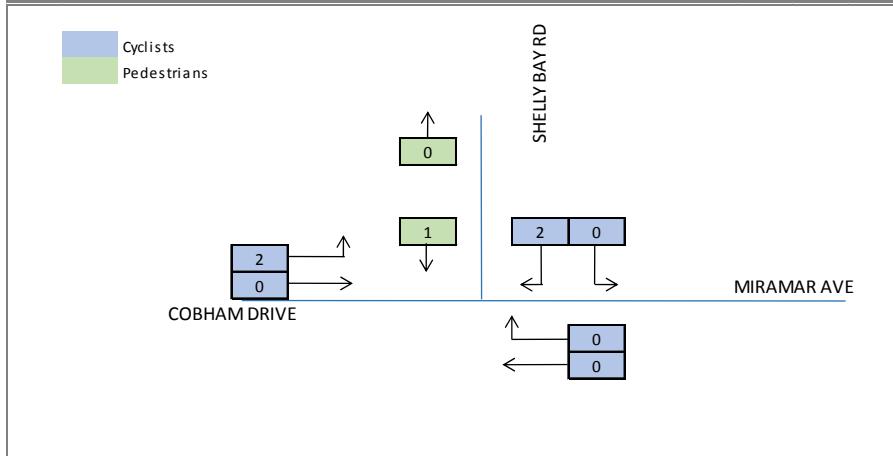
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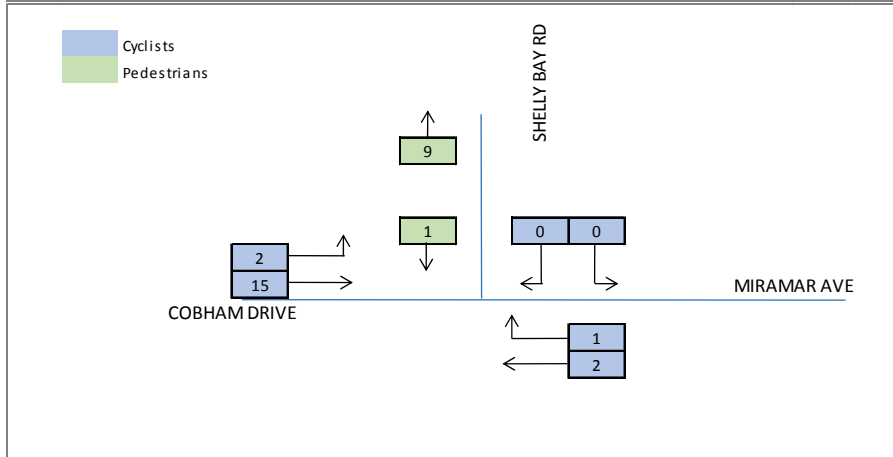
APPENDIX A



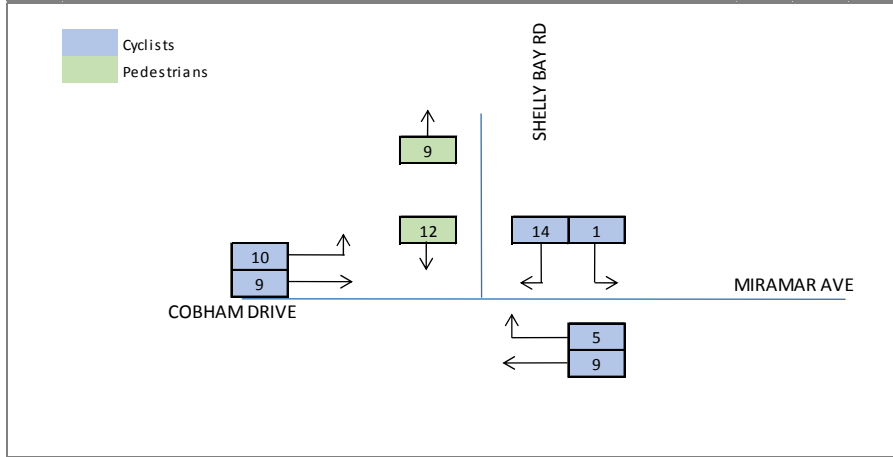
EXISTING CYCLIST AND PEDESTRIAN VOLUMES - AM PEAK HOUR (07:45-08:45)



EXISTING CYCLIST AND PEDESTRIAN VOLUMES - IP PEAK HOUR (12:00-13:00)



EXISTING CYCLIST AND PEDESTRIAN VOLUMES - PM PEAK HOUR (16:45-17:45)



EXISTING CYCLIST AND PEDESTRIAN VOLUMES - SAT PEAK HOUR (12:00-13:00)