

8 September 2023

Waikato District Council

c/-Michelle Carmine
Element Planning

via email: michelle@elementplanning.co.nz

17_199

Dear Michelle

TAMAHERE COUNTRY CLUB EXTENSION: TRANSPORT REVIEW

As requested, we have reviewed the Integrated Transport Assessment (ITA) for the proposed expansion to the consented Tamahere Country Club. Our review is based on the ITA prepared by Stantec, June 2023, and a site visit completed 4 September 2023. The ITA focusses on the external effects of the proposal. Brief comments are provided on the internal layout. This letter is structured as follows:

- = Proposal description – original, consented, proposed expansion
- = Trip generation and assignment to the network.
- = Summary and recommendations.

Attachment A includes an assessment of the ITA against the typical requirements of an ITA. We have used the requirements in the Hamilton District Plan as a guide.

To summarise, the ITA includes sufficient information. We agree that the additional traffic from the proposed expansion can be accommodated without changes to the vehicle crossings and transport network.

1. DESCRIPTION OF PROPOSAL

We completed a review of the ITA for the original Tamahere Country Club consent application in 2018. It has since been consented with villas constructed and occupied. Our original review was based on a proposal that appears to have been superseded, and the consented development is different (bigger). We understand that the consented development is for 202 independent villas and 80 supported care beds.

The proposed expansion adds 69 independent villas with associated facilities including a health space, gym, art and craft centre and parking area. Facilities are for use by residents only. No new vehicle crossings to the transport network are proposed, and access will be provided via the existing internal road network and vehicle crossings to Tamahere Road. There are three consented vehicle crossings. Traffic generated from the proposed expansion is likely to use the southern access which is currently under construction, and the central access.

The following layout from the ITA shows the proposed expansion within the consented development.



Figure 1 Proposed layout

2. TRIP GENERATION AND ASSIGNMENT TO THE NETWORK

The assumed trip generation rates in the ITA of 2.4-2.6 daily and 0.3-0.4 peak trips / unit are reasonable and are consistent with our observations for this type of retirement village with a mix of independent and assisted living arrangements and significant services provided on-site.

We therefore agree that the proposed expansion is likely to increase the trip generation of the site overall from:

- = 93 to 114 peak trips (increase of 21 hourly trips)
- = 717 to 896 daily trips (increase of 179 trips)

The ITA assumes that trips generated by the southern section of the expansion will use the southern access, and that trips generated by the central area are likely to be shared across the central and southern accesses. This appears reasonable.

The most recent traffic count on Tamahere Drive is 1,543 veh / hour. The increase in approximately 20 veh/hr on Tamahere Drive is unlikely to result in significant efficiency effects on Tamahere Drive.

Austrroads Guide to Traffic Management Part 6 (Figure 3.25, below) provides guidance for the selection of turning treatments for unsignalised intersections. The extract below shows that even with the current Tamahere Drive traffic volume, turning treatments are not required for the country club entrances.

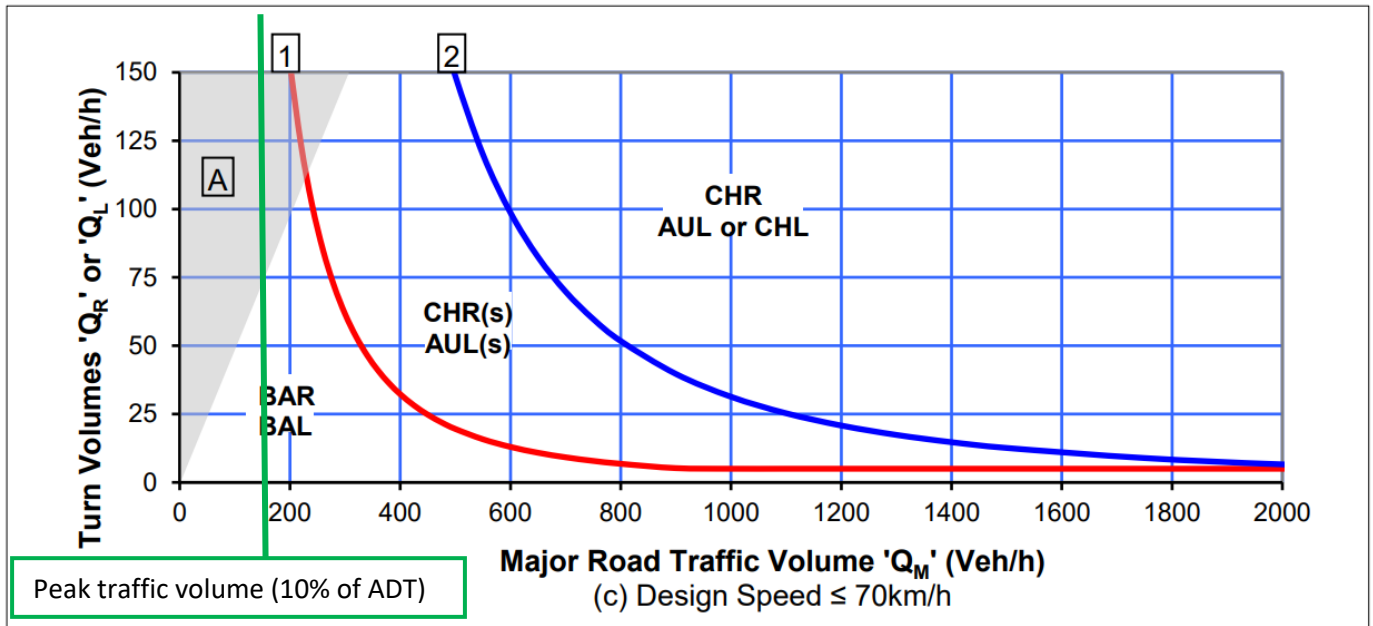


Figure 2 Turning lane warrants (extract from Austroads)

We therefore agree with the ITA that the previously consented intersection (driveway) configuration (RTS 6) is sufficient to accommodate the additional traffic. The ITA assessment of capacity at the roundabout north of the vehicle crossings shows that the network can accommodate the expected trips.

3. LAYOUT, WALKING AND CYCLING

We have some comments on the proposed layout. Areas are labelled on the figure below and referenced in the following table.

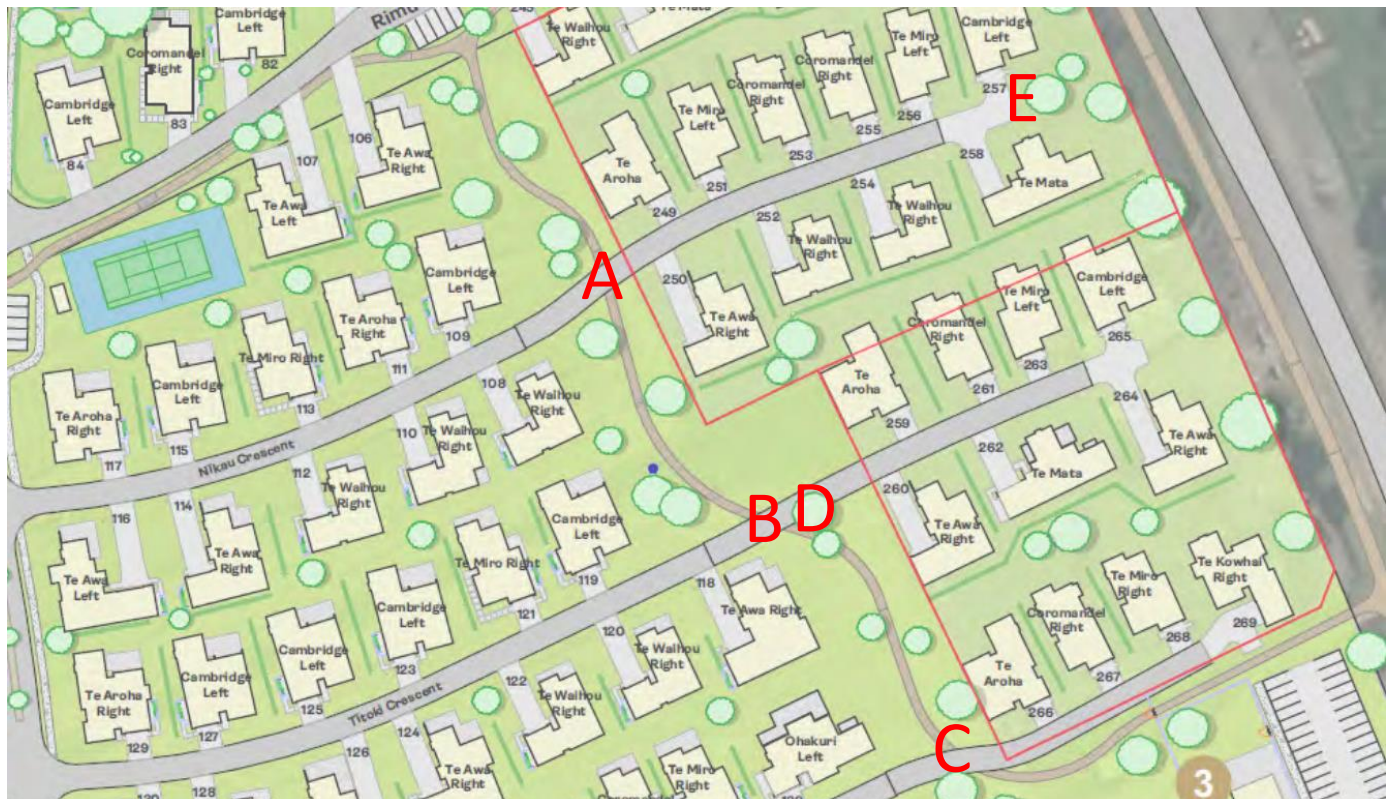


Figure 3 Potential conflict between pedestrians / cyclists and vehicles

Table 1 Layout comments

Ref	Comment	Recommendation
A	There is no apparent system to indicate who has priority (pedestrians/ cyclists of vehicular traffic). This may result in a risk of conflict between vehicles and path users. However, we noted on-site that the existing environment feels very slow and therefore traffic at the interface between the path and ROWs is likely to be very low. In addition, the intersection of the footpath and vehicle lane at points B and C are skewed. This may impact visibility.	Amend the proposed layout so that the intersections of the footpath and ROW lanes are not skew and closer to 90 degrees.
B		
C		
D	Proposed tree is very close to the intersection of the footpath and vehicle lane. The tree may obstruct visibility, resulting in a safety risk.	We recommend that this be removed or planted further back to ensure that footpath users and Titoki Crescent drivers have a clear view of each other.
E	The end of the lane does not appear to have a turn around area for vehicles that reverse out of No. 257.	Provide a manoeuvring area similar to that proposed between No.264 and No. 265.

While on site we noted that the mountable kerb is continuous (no kerb cutdowns) across vehicle crossings. We recommend that kerb cutdowns be installed where the footpath crosses the ROW extensions.

4. SUMMARY / RECOMMENDATIONS

Appendix A compares the contents of the ITA to the typical requirements of an ITA. To summarise, the ITA includes sufficient information. We agree that the additional traffic from the proposed expansion can be accommodated without changes to the vehicle crossings and transport network, and support the ITA’s recommendations for consent conditions that require:

- = A construction management plan (proposed contents detailed in ITA Section 10). We recommend at the consent condition be worded to require the CMP to be submitted to WDC for approval at least 20 working days prior to the start of construction.
- = An additional seven cycle parking spaces. These should be located near the facilities provided.

In addition, we recommend minor amendments to the internal layout:

- = Landscaping / planting near the intersections of footpaths and vehicle carriageways (see label D in Figure 3) be reviewed and amended to allow clear visibility.
- = The intersection of footpaths and ROWs be as close to 90 degrees as practicable (not skewed).
- = Kerb cutdowns be installed where the path crosses the ROW extensions.

The above could be managed as conditions of consent.

If you have any questions or need any further information, please contact us.

Yours sincerely



Isa Ravenscroft
Senior Transportation Engineer



Vinish Prakash
Transportation Engineer

APPENDIX A: ASSESSMENT AGAINST TYPICAL ITA REQUIREMENTS

(from Hamilton District Plan, Table 15-2a: Simple ITA checklist)

Item description	Requirements for a Broad ITA / details to be included	Comments on information provided in ITA	Recommendations
Background	A description of the proposed activity, purpose and intended use of ITA.	Included	None
Existing land data	Location, site layout, existing uses, adjacent land uses, any consented or planned changes expected within 10 years likely to affect transport, and zoning.	Included	None
Existing transport data	A description of the trip generation and access arrangements for all modes, on-site parking and the surrounding transport network (including hierarchy, traffic volumes, safety and consented or planned changes expected within the next 10 years likely to affect network infrastructure, services and network management)	Included, with trip generation predictions included for consented activity.	None
Proposal details	A description of the proposal (including site layout, operational hours, vehicle access, on-site parking and loading, internal vehicle and pedestrian circulation)	Included, layout plan provided. Internal details not part of ITA scope, however appears to be a continuation of consented plans and therefore acceptable. We note that the new sections of internal road cross planned internal walking / cycling paths. It would be helpful if these were delineated to reduce the risk of conflict between people and vehicles. Landscaping may need reviewing to ensure that trees do not impact visibility.	Delineate paths and roads.
Predicted travel data	The trip generation of the proposal for all modes of travel.	Trip generation provided for vehicular traffic only, however there is sufficient facilities for pedestrian and cyclists in the existing consented design to accommodate other modes.	None
Appraisal of transportation effects	An assessment of safety and efficiency and effects in the immediate vicinity. Where the proposed activity has the potential to impact on the state highway, consultation with Waka Kotahi New Zealand Transport Agency shall be included.	Included. No direct access to the state highway.	None
Avoiding or mitigating actions	Details of any mitigating measures and revised effects	CMP and cycle parking recommended. Note that construction access is to be separated from operational access, however no details are given.	None.
Compliance with policy and other frameworks	Consideration of compliance with District Plan standards	Not included – ITA focussed on external effects only.	Internal road / lane dimensions comply with existing consented development.
Discussion and conclusions	Summary and conclusion assessment of effects.	Included.	None.
Recommendations	Proposed conditions (if any)	CMP and cycle parking recommended.	None.

To: Michelle Carmine, Element Planning

Copy:

From: Isa Ravenscroft / Vinish Prakash

Date: 13 March 2024

Job Number: 17_199

SUBJECT: Tamahere Country Club – Response to Submission



1. INTRODUCTION AND BACKGROUND

This memo is an Addendum to our Transport Review (8 September 2023) of the transport effects of the proposed expansion of the Tamahere Country Club (TCC).

The purpose of this memo is to address transport-related items in Submission 1 (Mark and Debbie Smith), which opposes the TCC expansion proposal.

We reviewed the ITA (Stantec, June 2023) for this consent Application on 8 September 2023. Prior to this, we completed a review of the ITA for the original Tamahere Country Club (TCC) consent application in 2018.

To summarise our previous review, we:

- = Agreed that the additional traffic from the proposed expansion can be accommodated without changes to the vehicle crossings and transport network.
- = Supported the ITA's recommendations for consent conditions.
- = Recommended some minor amendments to the internal layout, all of which could be managed as consent conditions.

We confirm our previous conclusion. The additional trips generated by the proposal expansion can be accommodated by the surrounding road network and we do not expect any significant safety or efficiency effects.

2. SUBMISSION RESPONSE

The Submitter's concerns relate to:

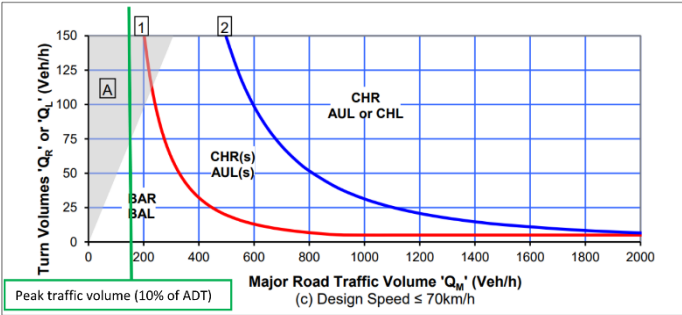
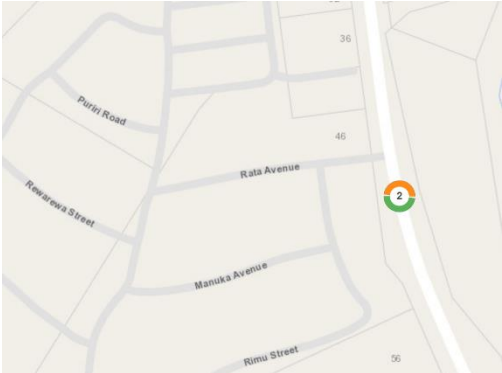
- = Queuing space for vehicles entering the site
- = Increase in vehicle movements
- = Slip lane for right turning vehicles from Tamahere Drive
- = Street lighting
- = Dependence on private transport
- = Construction nuisance

We have addressed these points in the following table and included recommendations where appropriate.

If you have any questions, please contact us.

Topic	Extract from Submission	Discussion	Recommendation
Queuing space for vehicles entering the site	The applicants discuss queuing space for vehicles exiting the TCC when the gate is opening. They do not address vehicles entering the TCC either when the gate is open or when it is closed in the evening.	<p>Based on aerial photos, there appears to be 10m between the gates and the shared path. This is sufficient for two cars (assume 5m car length) to wait for the gate to open without obstructing the shared path or carriageway.</p> <p>The gates are closed between 8pm-7am and we would expect a very low level of traffic entering the site after this time.</p> <p>As stated in Section 2 of our review, the proposed expansion is likely to increase the trip generation of the site overall from:</p> <ul style="list-style-type: none"> = 93 to 114 peak trips (increase of 21 hourly trips) = 717 to 896 daily trips (increase of 179 trips) <p>The change during the peak hour is equivalent to trip every 32 seconds instead of every 39 seconds, on average.</p> <p>Even if all of these trips were inbound (unlikely) and using the same vehicle entrance (also unlikely), we would not expect queuing to occur.</p> <p>We again note that the peak period is not concurrent with times that the gate is closed.</p> <p>At around 1,600¹ veh / day on Tamahere Drive near the site, peak traffic could be 160 veh / hour, or one vehicle every 20-25 seconds going past the site (both directions). This is a relatively low level of traffic and there is no reason that there would be any efficiency effects related to traffic turning into or out of TCC.</p>	None.
Increase in vehicle movements	The applicant states that their development has lessened the number of vehicle entrances on to Tamahere Drive but do not stress that their development has increased vehicle movements by a factor of 50-100.	<p>As stated in the ITA and in Section 2 of our review, the proposed expansion is likely to increase the trip generation of the site overall from:</p> <ul style="list-style-type: none"> = 93 to 114 peak trips (increase of 21 hourly trips) = 717 to 896 daily trips (increase of 179 trips) <p>This is an increase of about 23%.</p> <p>As stated in our review, the additional traffic is within the capacity of the surrounding transport network, and we do not expect any adverse effects related to the increase.</p>	None.
Slip lane for right turning vehicles from Tamahere Drive	A slip lane for right turning vehicles from Tamahere Drive is already necessary.	<p>We have addressed this in Section 2 of our review and again below.</p> <p>Austroroads Guide to Traffic Management Part 6 (Figure 3.25, below) provides guidance for the selection of turning treatments for unsignalised intersections.</p>	None.

¹ mobileroad.org, 2020 estimate was 1,543

Topic	Extract from Submission	Discussion	Recommendation
		<p>The extract below shows that even with 160 veh / hour on Tamahere Drive, channelised turning treatments are not required for the country club entrances.</p>  <p>Figure 2 Turning lane warrants (extract from Austroads)</p>	
Street lighting	Also, there is no effective street lighting outside the TCC which adds to the issues of residents turning right into the entrance.	<p>The current configuration is appropriate.</p> <p>We are not aware of any existing safety concerns related to the TCC. A review of CAS shows two crashes in the vicinity of the site entrance:</p> <ul style="list-style-type: none"> = Non-injury crash in 2023. Driver was taking a phone call and pulled over and didn't see a pile of gravel. It was very foggy, and 'lack of lighting' was recorded as a 'road factor' contributing to the crash. = Serious crash in 2020, when a car hit a crossing pedestrian. This crash occurred during daylight hours. <p>Neither of the crashes were related to vehicles turning into or out of the TCC. The location is shown below:</p> 	None.
Dependence on private transport	It is also noticeable that residents of the village are dependent on private transport as there are only limited, but good, facilities at Tamahere shopping centre and most TCC residents choose to drive to the shopping centre. I carried out an unscientific	<p>We agree that private vehicles are the dominant mode of transport. As stated in our review, the surrounding road network can accommodate the additional trips that would be generated by the proposed TCC expansion.</p>	None.

Topic	Extract from Submission	Discussion	Recommendation
	<p>survey at the shopping centre in October 2023 and found that less than 10% of the TCC residents walked or cycled to the shopping centre. The residents of TCC are aging and public transport is very limited. To catch a bus from Hamilton to Tamahere would require a TCC resident to cross one off-ramp and one on-ramp of the Waikato Expressway and to negotiate the tunnel under Airport Road.</p>		
Construction nuisance	<p>In the event that the consents for the proposed extension is granted more measures need to be enforced in the construction process. Since the TCC was initiated, other users of Tamahere Drive have had to put up with dust and dirt on the road which often obscures the road marking - particularly at night. The developer has made efforts to minimise this nuisance but it has remained. The early residents at TCC have had to put up with this for some years now but are probably restrained from submitting on these matters in their licence to occupy agreements</p>	<p>This is a construction management issue and can be managed through a consent condition. A Construction Management Plan is already proposed.</p>	None.