

1. INTRODUCTION

This note provides a response to the comments on the Flints Park SHA EOI Transport Assessment (TA) Report and TA Addendum as provided by Novo Group in their letter dated 3/4/19. No response is provided within this note to the Glenpanel SHA comments.

The response is given below using the Novo Group response numbering.

2. RESPONSE TO NOVO GROUP COMMENTS

1 to 5 – Noted.

6 – The majority of matters raised can be agreed at the Qualifying Development Stage.

7 to 9 – It is noted that Novo confirm *"that a trafficable east west link has the potential to route traffic through what would desirably be a pedestrian area in the Local Centre Plaza"*. Therefore, from an urban design, placemaking and pedestrian/cycle connectivity point of view, there is an agreed compelling case not to provide this 3rd route.

There are several other reasons not to provide this 3rd route including:

- As detailed in the TA Addendum report, the location of the school prevents provision of this 3rd east west route.
- As detailed in the TA Report the provision of a 3rd collector/connector road would not comply with paragraph 3.3.7 of the QLDC CoP design standards.
- The proposed local centre design shown in the TA Addendum report has the location of the neighbourhood centre further south towards SH6 which increases the viability of the centre in terms of passing trade.
- The plaza areas of the neighbourhood centre will not be bisected by major cross roads, which would break up the central plaza into 4 poorly connected spaces dominated by traffic.
- The proposed access through the plaza as shown in the EOI is one of several routes to access car parking and will therefore have considerably less traffic on it than the Central Plaza suggested in the QLDC Indicative masterplan.
- It is intended that the access lane through the plaza area would be a slow speed 'shared space type environment'. The detailed design of this will be confirmed as part of the future resource consent applications.



- Finally, as detailed in the TA Report, provision of the 3rd east west link produces very short block lengths resulting in an inefficient layout that would unnecessarily reduce the potential for much needed housing.

Notwithstanding these reasons above for not providing a 3rd east west link, an assessment has been carried out of the additional walk distance/time for residents to use the 2 east west roads compared to the scenario if the central link is also provided. For those properties located in the centre between the 2 roads, the maximum additional walk distance is circa 100m (ie circa 85 seconds walk time). This is not considered to be a significant increase nor indeed is it likely to be perceptible to residents. It should be noted from the drawings supplied in the Addendum TA report, that there are multiple accesses to the centre and as such, it is not agreed that the route through the plaza proposals would be *'well trafficked'*. Therefore, there are compelling urban design, QLDC design standards compliance and overall site viability reasons not to provide the 3rd route.

10. Apologies, the reference to 207 dwellings was a typo - the correct number is 151.

11 and 12. Responses made to the several points raised in 11 and 12 are:

- Regarding the route through the park - as detailed in the 3rd bullet point of section 7.1 of the TA report, this is not a footpath but a 3m wide off road shared use footway/cycleway with the intention that cyclists would use this route rather than cycle on Road 1.
- Regarding 2m wide footways – as detailed in the 1st bullet point of section 7.1 of the TA report, 1.8m wide footways are proposed on local and collector roads to provide consistency in provision throughout the site for pedestrians (also worth noting the proposed 1.8m footpaths on the Local Roads are wider than that specified in QLDC standards). This is a matter of detail that can be addressed and agreed at the Qualifying Development Stage.
- Relocate the off road footpath to be adjacent to Road 1. As detailed above (and also within section 7.1 of the TA report) this route is an off road shared pedestrian/cycle use facility providing a link to existing walk/cycle routes to the west of the site and to the rest of the site to the east. As such we do not see the merit of relocating this adjacent to Road 1 and do not agree with the Novo stated advantage for people parking in the indented parking exiting the passenger side when it has rained that this offsets the amenity value for pedestrians and cyclists (especially with car doors opening onto this shared use facility). The final alignment of the east west shared pathway can be determined at the Qualifying Development stage of the development with a view to ensuring that it is located such that it is attractive for both commuter cyclists and pedestrians.



13 and 14. Responses made to the several points raised in 13 and 14 are:

- As detailed in the 4th bullet point of page 17 of the TA report, we recognise Road 1 has a slightly narrower lane width than QLDC standards, that there is no certainty that this will actually be a bus route and that cyclists will have an off road facility.
- Notwithstanding this, as detailed in the TA report (and in the more detailed responses below), we consider that a 7m lane width is an appropriate width to allow 2 way bus operation.
- It must be considered that although classed as a Collector/Connector Road, the traffic flows on both Roads 1 and 2 will be low and, also as detailed in the TA report, bus flows will be low.
- It is considered that providing an 8.4m lane width will be contrary to the urban design principles that are being adopted on this site and could result in higher vehicle speeds that could reduce the likelihood that cyclists would cycle on the road.

Novo have quoted Austroads standards and indicate that these state lane widths of 4.2m are required where cycles are mixed with buses. It should be noted that more recent Austroads standards and guidance does indicate differing advice that supports the proposals as presented in the TA report. For example:

- Chapter 3 section 4.8.11 and Table 4.21 indicates that (at a higher than proposed at Flints Park) traffic speed of 60km/h, 3.7m is an acceptable width for a wide kerbside lane which will *"allow cyclists to travel beside the main traffic stream and to permit motorists to overtake cyclists without having to change lanes"*.
- Austroads Cycling Aspects of Austroads Guides (2017) section 4.3.3 indicates that *"Wide kerbside lanes may be appropriate on major traffic routes and collector streets"*. Furthermore, Table 4.21 indicates that interpolation for different speed limits is acceptable and, on this basis, 3.4m could be an acceptable width.
- Austroads Cycling Aspects of Austroads Guides (2017) Table 4.5 indicates that at 60km/h a width of 3.7m is acceptable where a bus lane is shared with cyclists and that this would be considered a wide kerbside lane. (and as such interpolation of this width for a 50km/h speed limit would indicate a width of 3.4m) The Guidance indicates that a wide kerbside lane *"is acceptable for routes that carry 50 to 100 cyclists (peak hour) or where bus headways are between 15 and 30 minutes in the peak hour"*. It is expected that cycle and bus flows on Roads 1 and 2 will be lower than this.
- Austroads Chapter 3 section 4.2.4 indicates that *"the provision of standard lane widths of 3.5m allows for large vehicles to pass or overtake, without either vehicle having to move sideways towards the outer edge of the lane. Research has shown that there is no evidence (Elvik et al. 2009) that supports the assumption that road safety is increased with wider traffic lanes. It was also reported that most freight-efficient vehicles could travel comfortably along roads that*



have a useable lane width of 3.5 m'. This section also states that "narrower lanes (down to 3.3 m – Austroads 2009b) may be considered where any of the following apply:

- The road reserve or existing development form stringent controls preventing wider lanes.*
- The road is in a low speed environment.*
- There is little or no truck traffic.*
- The alignment and safety records are satisfactory in the case of a reconstructed arterial".*

In conclusion, the 4.2m guidance quoted in Austroads is intended for urban arterial roads, as detailed in Part 3 paragraph 4.2.5 and Table 4.3 and current cycling guidance by Austroads Cycling Aspects of Austroads Guides (2017) indicates narrower lane widths where buses and cyclists share a lane. Roads 1 and 2 in Flint's Park are not urban arterial routes, they are residential streets and, as such, use of 4.2m lane widths is inappropriate. The proposed 3.5m lane widths comply with Austroads guidance for safe and appropriate lane widths to accommodate buses and cyclists and reflect the residential nature of these streets within a 50km/h speed limit environment.

The final width of Roads 1 and 2 can be determined at the Qualifying Development stage of the development.

15 and 16 – As demonstrated in response to items 11 to 14, the Road 1 corridor width of 15m is appropriate and if this is a bus route, it is wide enough to accommodate any cyclists who choose not to use the off road cycle facility. Novo refer to future improvement works - could more detail be provided on what these future works are? We are assuming that the works do not involve widening of the streets to 4 lanes?

17. As detailed in response to items 11 to 14 above, Road 2 width of 18m is considered to be appropriate (in respect of footway width and width of traffic lanes to safely accommodate buses and cyclists (should this be designated as a bus route). Novo again refer to Council improvements - could more detail be provided on what these future works are? We are assuming that the works do not involve widening of the streets to 4 lanes?

18. Proposed Road 2 utilises the existing unformed legal road, which is approximately 10m wide. In the vicinity of proposed lots 146 -152 it will be necessary for a temporary driveway access to be constructed on the existing legal road reserve to access these lots until such time as the landowner to the south develops their land, at which point the full width road will be able to be constructed.

19. The reason for not including on street parking on the western side was to ensure views to and from the park are not blocked by parked cars. Furthermore, why would drivers be approaching this road from the north to park on this road? Drivers who want to park on the eastern side approaching



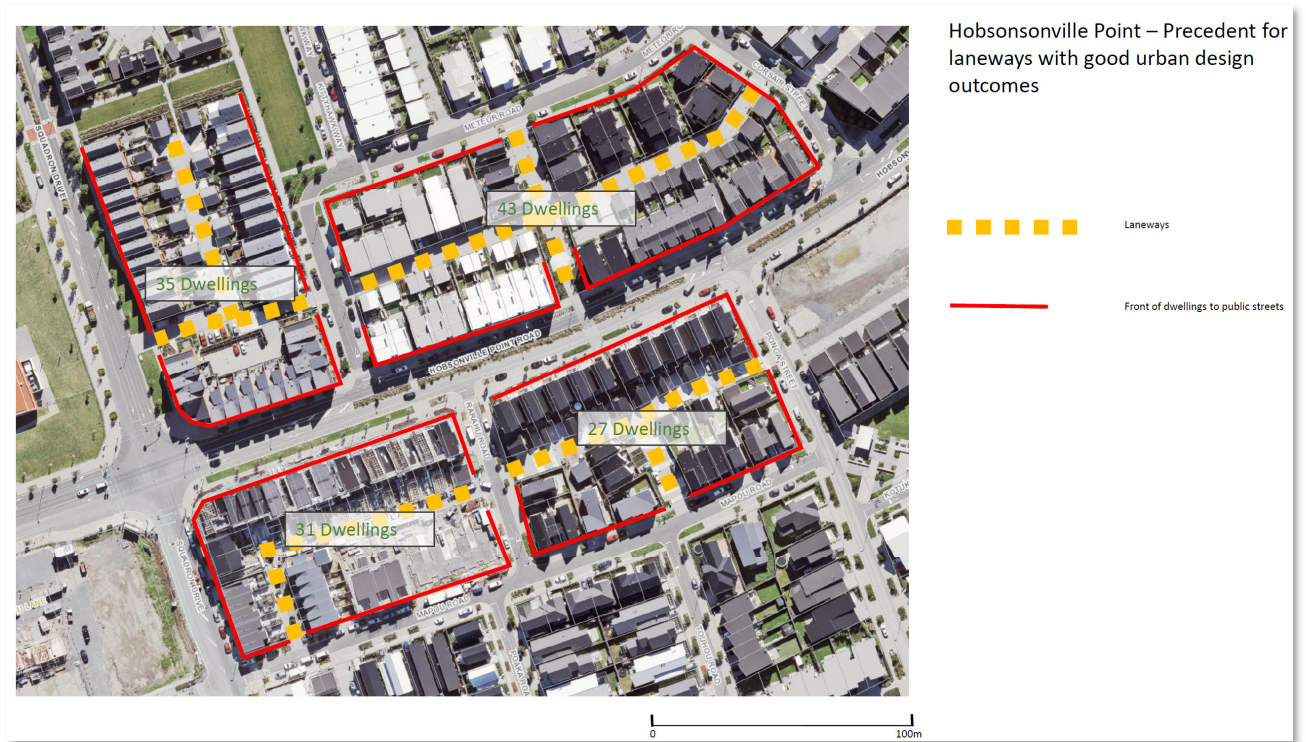
from the north can u turn to access these spaces. It is considered that this issue can be agreed at the Qualifying Development Stage.

20 and 21. Responses made to several points raised in 20 and 21 are:

- There is an inconsistency between the QLDC District Plan and the QLDC LDCP where they refer to 12 and 20 dwellings accessed off jointly owned access ways.
- These standards appear to be inconsistent with achieving good urban design outcomes, where the use of rear lanes to provide access to medium density housing often have more than 12 or 20 dwellings accessed off a rear lane. The standards as written are typical of standards that are designed to avoid substandard suburban outcomes where large numbers of dwellings are accessed off a single JOAL with no individual access to public streets or parks etc. The proposed layouts at Flint's Park are such that the JOALs are used for private vehicle access, with all dwellings having direct pedestrian access and orientation to the public streets.
- This Flint's Park design results in a positive urban design outcome with the houses overlooking the streets and parks, providing excellent informal surveillance of these important public spaces, and promoting a walking friendly environment. Security of the laneways is provided through the addition of some living spaces above garages and ensuring that the dwellings at the entrances to the laneways provide positive surveillance of the laneways.
- There are many precedents of where laneways are used by more than 20 dwellings, while still delivering on excellent urban design outcomes (Refer to Image 1 below at Hobsonville Point). In the case of Flint's Park, the laneways have multiple entrance and exits points, are shorter than the Hobsonville Point example and the maximum number of dwellings served is only 27.
- Overall it is concluded that the design of the block structure with rear lanes proposed will result in excellent urban design outcomes and is an important element when increasing density. The alternative with endless vehicle crossings and garages directly off the public streets will result in poor amenity and pedestrian outcomes.



Image 1 – Hobsonville Point – Precedent for Laneways serving 27 or more dwellings



22. It is considered that this issue can be agreed at the Qualifying Development Stage.

23. Tree locations shown are purely indicative - this issue will be addressed at the Qualifying Development Stage.

