

Council has allocated \$600 million
in its LTP to grade-separate the
Takanini Level-Crossings

(the last level-crossings on the Southern Line)

BUT, *there is as yet not one cent
to resolve the 15 Road Level-
Crossings on the Western Line*

- Today I present you with a partial solution,
based on a rare, possibly unique, opportunity
- a transport project that is not only cost-free
 - it will produce over \$100 million for Council
 - which could be used to make a start on the remaining Western Line level-crossings

In 2014 the Albert-Eden Local Board adopted my Notice of Motion to demolish the multi-level Dominion Road/New North Road Interchange and replace it with a bog-standard at-grade cross-roads intersection, freeing-up several hectares of land.

• **DOMINION ROAD – NEW NORTH ROAD INTERSECTION PROPOSAL**

- In accordance with Standing Orders, please place the following Notice of Motion on the agenda for the Albert-Eden Local Board meeting being held on Wednesday, 5th November 2014:

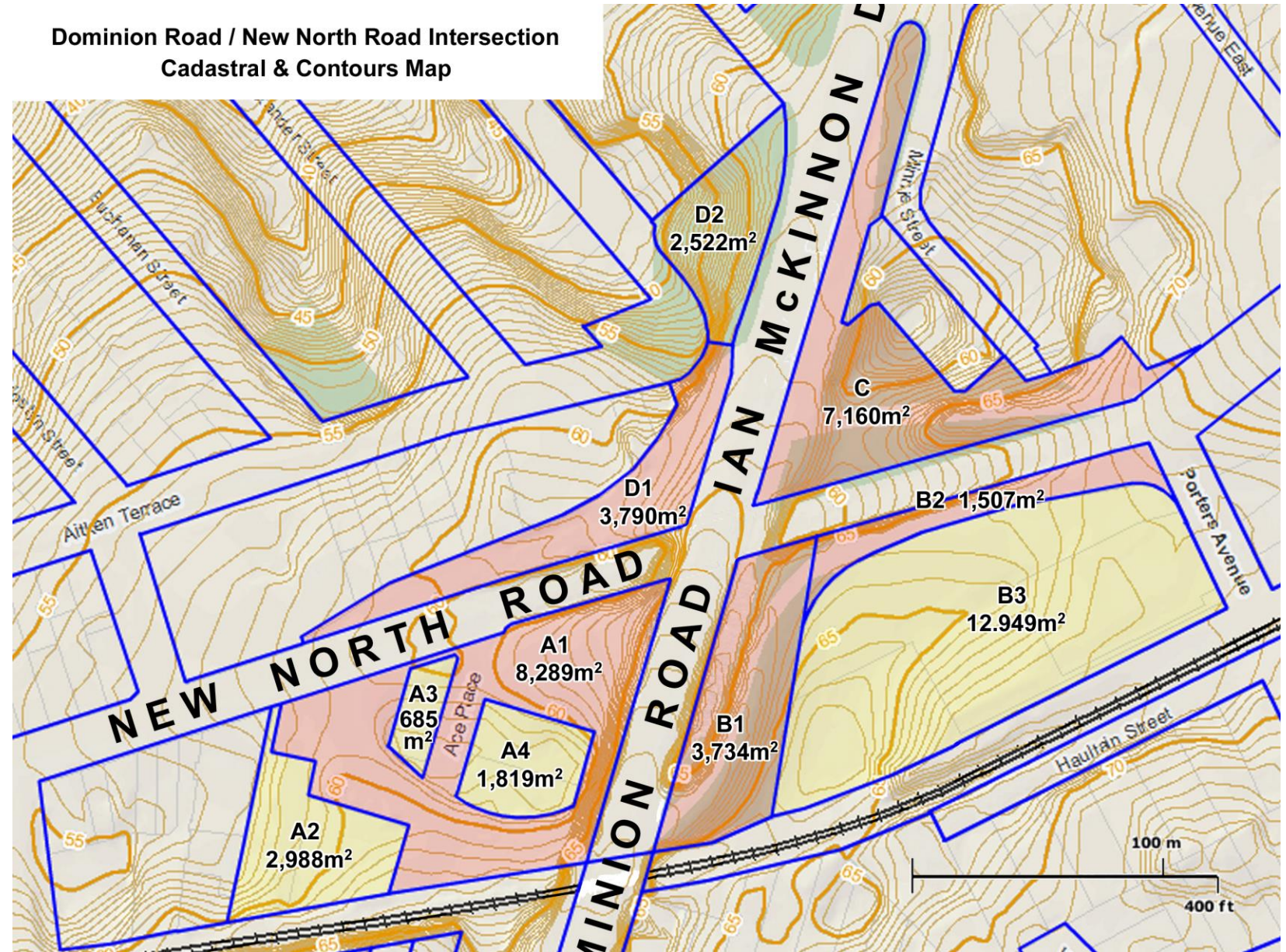
• **Recommendations**

- That the Albert-Eden Local Board:

- a) Receives the report
 - b) Notes that:
 - The existing grade-separated intersection of Dominion Road and New North Road is redundant as it was designed as an interchange for a long cancelled motorway.
 - Suggestions have been made that the bleak environment of the existing structure should be replaced with a more human-scale and pedestrian-friendly design.
 - The existing structure with its sweeping ramps at each corner occupies at least two hectares more land than would be required for a conventional at-grade intersection.
 - Adjoining commercial properties have current land valuations in the range of \$948 to \$1,781 per square metre so this land is conservatively worth at least \$20 million and probably substantially more.
 - Dominion Road has an existing grade-separated crossing of the North Western Railway line – unlike Porters Avenue some 200 metres East of Dominion Road and George Street 200 metres to the West, which both have level crossings.
 - The Porters Avenue level crossing needs to be resolved soon by closure or grade-separation as the CRL project requires the existing two lines at this point to become four, significantly increasing the risk of accidents for motorists and pedestrians.
 - Grade separation of the Porters Avenue crossing would require a bridge six metres above the tracks with approach ramps some 80 metres long to the North and South, flanked by slip lanes serving properties that would otherwise lose their road access and become land-locked.
 - Although an optimistic 2004 report suggested that this might be achieved for as little as \$3.28 million, more recent investigations suggest a range of the order of \$15-20 million including land purchase as well as construction costs.
 - In addition to the potential income from sale of surplus land there is an opportunity to divert the substantial funding otherwise required for grade separation of the Porters Avenue level-crossing to fund demolition of the Dominion Road-New North Road interchange and its replacement with a signalised at-grade intersection.
 - c) Requests Auckland Transport to investigate the feasibility of replacing the grade-separated intersection of Dominion Road and New North Road with a signalised at-grade intersection.
- Should this proposal be progressed, the Board requests Auckland Transport to collaborate with other parts of the Council organisation, including the two affected Local Boards, Planners and

Site Map

- Pink =
Council-owned
- Yellow =
Non-Council



The
Regional & Local Planning Department
became very interested in the
Urban Renewal Opportunity
of the freed-up land
and commissioned a study by the
Auckland Design Office

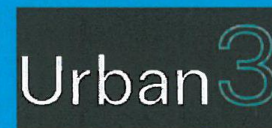
DOMINION ROAD FLYOVER - URBAN RENEWAL OPPORTUNITY

Prepared for:

Auckland Design Office, Auckland Council

Revision B - For Issue

14 September 2016



CONCEPT

The configuration of the Dominion Road interchange limits pedestrian access across the Study Area. The grade separation between Dominion Road and New North Road poses challenges to providing connections between PT services.

This proposal outlines the opportunities of removing the Dominion Road flyover with an at-grade multi modal intersection. It resolves the vehicle circulation problems associated with the closures of George Street and Porters Avenue.

An at-grade intersection creates a deep walkable catchment that can support both transit services and local businesses. The city centre proximity, transit access, and walkable urban structure would make it an ideal location for a dense, high quality, urban neighbourhood. This proposal illustrates a concept of how the removal of the Dominion Road Interchange and the re-introduction of a walkable network of streets can support a high density development scenario providing housing for 7 - 8,000 people and 7 - 8,000 employees.

5 | Dominion Road Flyover - Urban Renewal Opportunity

810
PEOPLE
824
EMPLOYEES

2016



2036

8,000*
PEOPLE
7,500
EMPLOYEES



*Assumptions: 1 person per 42m² GFA,
1 employee per 12m²
75% Residential/ 25% Commercial

LAND RELEASE

\$95 million

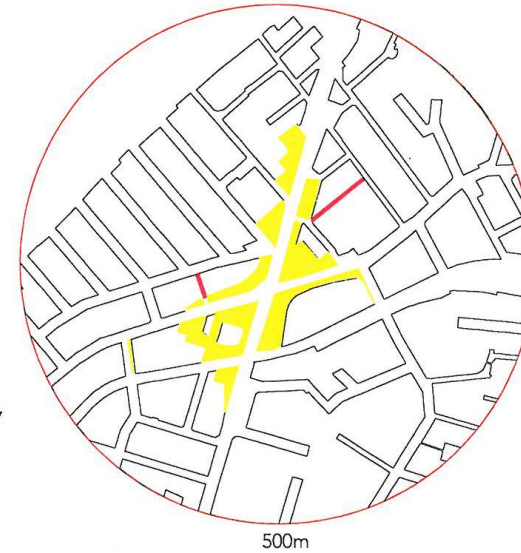
Road reserve released: 33,360m²

New road reserves/streets: 1,395m²

Net Land gained for redevelopment: 31,965m²

@\$3,000m²*: **\$95,895,000**

*Land value of adjacent under-developed sites is about \$2,000 m². Upon redevelopment comparable sites (223 Great North Road and 39 Sandringham Road) have land values of about \$5,000 m². This study uses \$3,000 m² as rough order estimate of land value in the study area.



Note that land values have increased a lot since 2016 so the likely income to Council is now well in excess of \$100 million – probably more like \$150 million.

Full 24 page ADO report supplied.

Once the interchange is replaced with a standard cross-roads intersection:

- all traffic turns between New North and Dominion Roads will then be possible
- the nearby George Street level-crossing can then be closed forthwith (at no cost)

Income from sale of the freed-up land will take years to fully realize

- the funds should be earmarked for progressing level-crossing removals
- the Morningside Drive level-crossing (1.6km West of Dominion Road) is the next highest priority candidate for grade-separation after Takanini

Thank you.

Any questions?

Note: The Notice of Motion (November 2014)
and the ADO Report (September 2016)
have been supplied to the Governance Advisor



DOMINION ROAD – NEW NORTH ROAD INTERSECTION PROPOSAL

In accordance with Standing Orders, please place the following Notice of Motion on the agenda for the Albert-Eden Local Board meeting being held on Wednesday, 5th November 2014:

Recommendations

That the Albert-Eden Local Board:

- a) Receives the report
- b) Notes that:
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 - Although an optimistic 2004 report suggested that this might be achieved for as little as \$3.28 million, more recent investigations suggest a range of the order of \$15-20 million including land purchase as well as construction costs.
 - In addition to the potential income from sale of surplus land there is an opportunity to divert the substantial funding otherwise required for grade separation of the Porters Avenue level-crossing to fund demolition of the Dominion Road-New North Road interchange and its replacement with a signalised at-grade intersection.
- c) Requests Auckland Transport to investigate the feasibility of replacing the grade-separated intersection of Dominion Road and New North Road with a signalised at-grade intersection.
- d) Should this proposal be progressed, the Board requests Auckland Transport to collaborate with other parts of the Council organisation, including the two affected Local Boards, Planners and



Parks officers, to ensure that adjoining land no longer needed for roads is appropriately developed, including consideration of amenity and park uses.

- e) Draws this proposal to the attention of the Waitemata Local Board and Ludo Campbell-Reid, Auckland Council's Urban Design Champion.

Background

The Dominion Road interchange was built in 1967-68 by Auckland City Council in anticipation of the then proposed Dominion Road motorway which would have been an eight (sic) lane motorway running parallel to Dominion Road from Newton Gully to Mount Roskill. What is now Ian McKinnon Drive was intended as a temporary link road but has now become a permanent fixture.

Although the interchange allows free flowing vehicular traffic it is not a very pleasant environment for pedestrians and cyclists and in any case does not cater for all movements – the link between Dominion Road from the South and New North Road West of the intersection is via George Street. Because of its larger than necessary footprint, the interchange forms a significant disjunction hundreds of metres in extent between communities and activities on opposite sides, whereas a conventional intersection, even a very busy one, is only 20-30 metres wide. In 2005-06 Montreal spent \$27 million removing a similar but more elaborate monstrosity (at Parc et Avenue des Pins) and replacing it with a light controlled cross road intersection, specifically to create a more humane environment.

From time to time some have floated the idea of deconstructing the interchange and creating an at-grade intersection. One of the best discussions was a post by Joshua Arbury on the Transport Blog in August 2011 which sparked a lively debate between supporters, opponents and a few in the middle suggesting a compromise solution. But most agreed that the interchange should go on a serious diet, removing the curving ramps to reduce the footprint, and improving the environment for pedestrians.

Some assume that the gradient in New North Road would be too steep but this is not true as a brief study of the local contours confirms. The distance between Porters Avenue (69 metres above sea level) and Ace Place (60 metres asl) is about 280 metres so the average gradient would be 1 in 31 or 3.2%. Because of the height of the bridge over the rail line, Dominion Road would probably be retained at about 65 metres asl where it crosses over New North Road causing the gradient to vary between 1 in 40 on the East side and 1 in 20 on the West, but even the steeper grade compares favourably with the existing moderately steep climb from the trench up to Porters Avenue which is up to 1 in 14 or 7%.

The attached Base map shows adjoining or nearby properties as follows:

South West quadrant: 1.378 Ha in total – mix of PAUP Zones: mixed use and unzoned (road)

A1 – 8,289 m² - Council owned, includes the western end of the Ian McKinnon Drive to New North Road link, supporting columns for the viaduct linking Dominion Road to New North Road, and Ace Place; extensive surplus land is mainly grassed with some amenity planting

A2 – 2,988 m² – units 1-4/322 New North Road – private land on 4 titles (warehousing, offices, trade sales)

A3 – 685 m² – 310 New North Road – private land (auto repairs and servicing)

A4 – 1,819 m² – 4-8 Ace Place – private land on 2 titles – (bathroom supply and showrooms)

South East quadrant: 1.819 Ha in total – mix of PAUP Zones: open space, light industrial and unzoned (road)

B1 – 3,734 m² - Council owned, includes part of the Ian McKinnon Drive to New North Road link and the New North Road to Dominion Road link plus a supporting battered slope (grassed) and a walkway link to an underpass tunnel next to the railway

B2 – 1,507 m² – Council owned – New North Road to Dominion Road link & footpath, minor amenity planting

B3 – 12,949 m² – 1, 1A & 3 Porters Avenue – private land on multiple titles – (offices, warehouses, light manufacturing and self storage units)



North East quadrant: 0.716 Ha – mix of PAUP Zones: open space, mixed use and unzoned (walkway)

C – 7,160 m² - Council owned, includes east end of Dominion Road to New North Road viaduct plus the Ian McKinnon Drive to New North Road link and the walkway from the Aitken Terrace/Bright Street tunnel; the balance of this rolling site is grassed with some amenity planting

North West quadrant: 0.634 Ha – mix of PAUP Zones: open space and unzoned (road)

D1 – 3,790 m² - Council owned, mainly New North Road to Ian McKinnon Drive link with some amenity planting

D2 – 2,552 m² - Council owned, Ian McKinnon Drive Reserve, fairly steep slope from Ian McKinnon Drive frontage down to Bright Street

Some private sites are included as it would be difficult to achieve a comprehensive and co-ordinated development of the Council owned land in isolation (eg. Sites A3 and A4 are completely surrounded by Site A1, and Site B2 is a long narrow strip running along one side of Site B3). In the North East quadrant most of the land is zoned for open space use but the eastern corner is zoned mixed use and would have access restored to New North Road.

Some sample valuations from the GIS Viewer give rateable valuations in the range \$948 to \$1,781 per square metre but I take these as no more than indicative of the worst case – new valuations are about to be applied, and any comprehensive development of the precinct would presumably have a positive impact on land values.

This proposal is about more than transport – there is an opportunity here for quality urban design and placemaking. Given that this proposal will take some years to realise, it is entirely possible that this project might be achieved as a collaboration between Auckland Transport and the proposed Urban Development CCO, with significant involvement by members of the affected communities and the two Local Boards.

Signatory:

Author	Graeme Easte, Local Board Member
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DOMINION ROAD FLYOVER - URBAN RENEWAL OPPORTUNITY

Prepared for:

Auckland Design Office, Auckland Council

Revision B - For Issue

14 September 2016



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HISTORY

The Dominion Road – New North Road interchange was designed as a component of the motorway network of the 1956 Master Transportation Plan. It was intended to interchange New North Road with the then-planned Dominion Motorway, running parallel to Dominion Road and connecting to the Central Motorway Junction (CMJ) toward the City Centre and Harbour Bridge. This design focused on grade separating north–south and east–west traffic.

The interchange was opened in 1968 together with the clearance of a corridor for the interchange and the CMJ, however the Dominion Motorway was never progressed and the designation was lifted in 1974. Likewise, the provision for connection to the CMJ was removed during later motorway upgrades.

In the absence of the motorway for which it was built, the interchange was repurposed as the intersection of Dominion Road and New North Roads; initially as a T-intersection and later with a simple northward extension to Newton Road in lieu of the motorway.

In the 1980s Ian McKinnon Drive was constructed as a four lane expressway in the motorway corridor between the interchange and Upper Queen Street, designed to bypass the constrained intersection of Upper Queen Street and Newton Road.



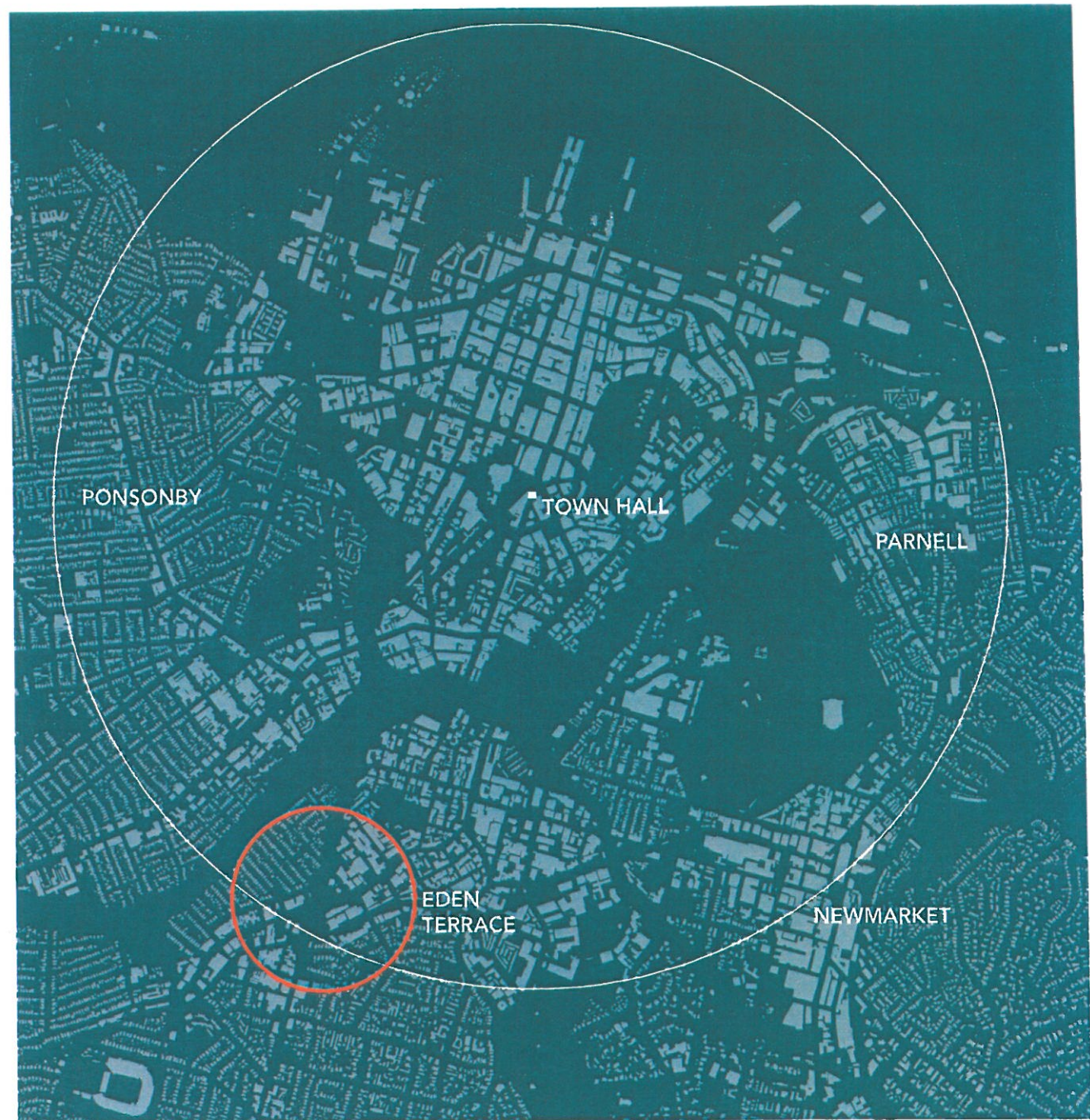
Eden Terrace is a rapidly evolving city fringe area. Recent rapid development is responding to the location's prime position close to the city centre.

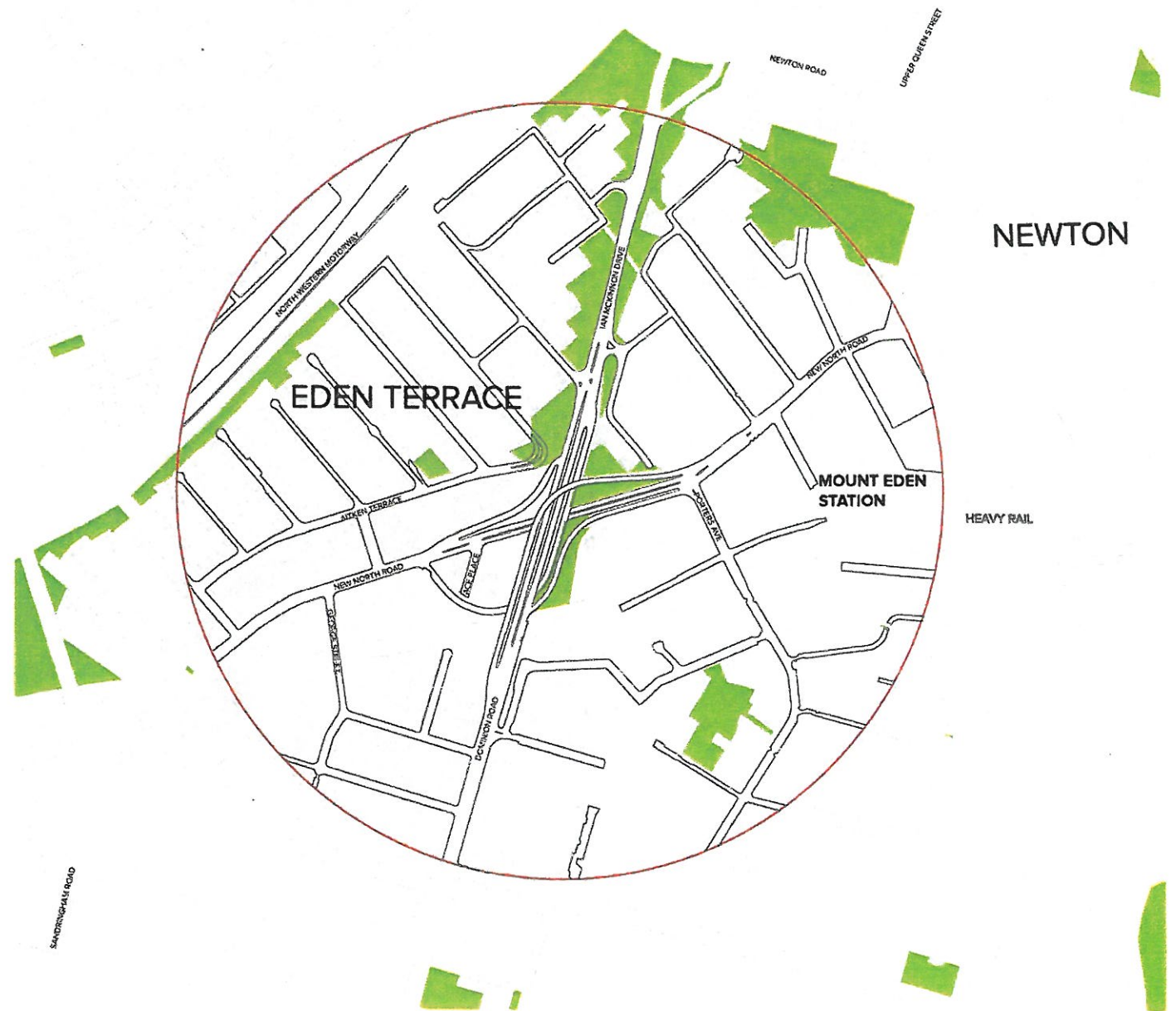
While the demand for compact city centre living will likely lead to further intensification of Eden Terrace there remains structural constraints to wide-scale, comprehensive re-development. Eden Terrace is highly disconnected. The motorway severs and disconnects it from Grafton (Karangahape Road). The Dominion Road interchange, the rail line, and New North Road create further barriers, resulting in a fragmented urban structure.

Mount Eden station improvements associated with the City Rail Link will provide a fast high quality connection to the City Centre. This will provide tremendous benefits to the station area as it will connect the station to the city centre and bypass the access barriers.

The CRL Project does not address the disconnections with the wider study area. The Porters Avenue closure will improve safety while, constraining area vehicle circulation, forcing longer distance trips.

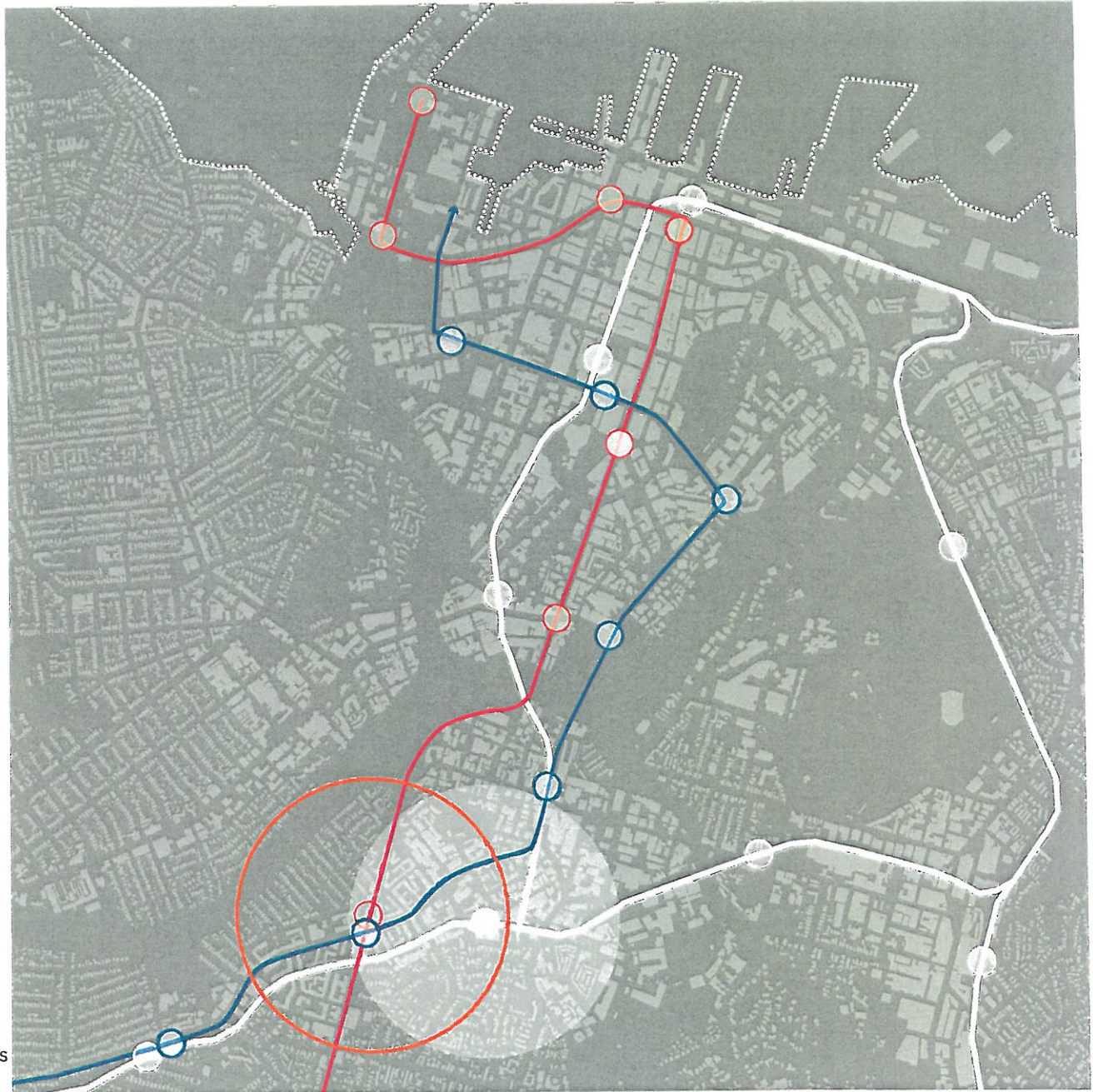
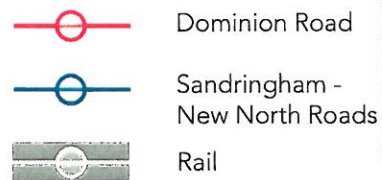
2 km from Town Hall





OPPORTUNITY

The Study Area is a uniquely transit-rich location in the city. The convergence of key PT routes - Dominion Road, Sandringham / New North Roads and heavy rail make it an ideal location for transit interchange. AT's investigation work on the Light Rail Project has identified Dominion Road as a potential light rail corridor (source: at.govt.nz/lightrail).



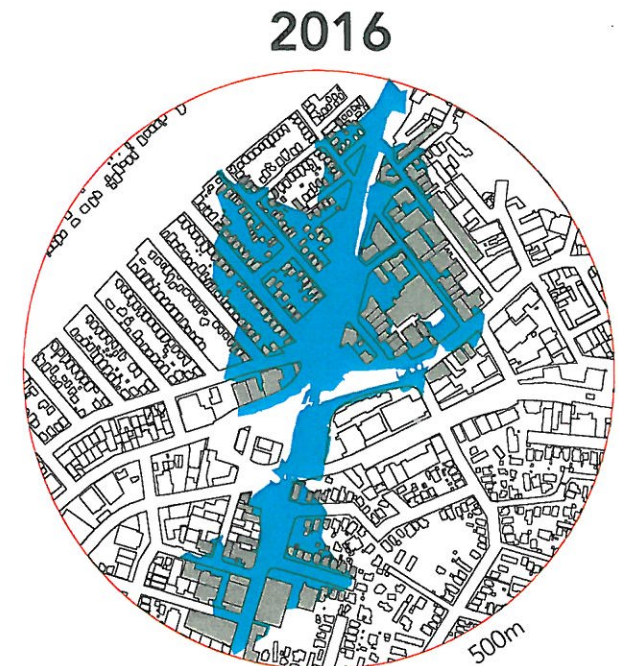
CONCEPT

The configuration of the Dominion Road interchange limits pedestrian access across the Study Area. The grade separation between Dominion Road and New North Road poses challenges to providing connections between PT services.

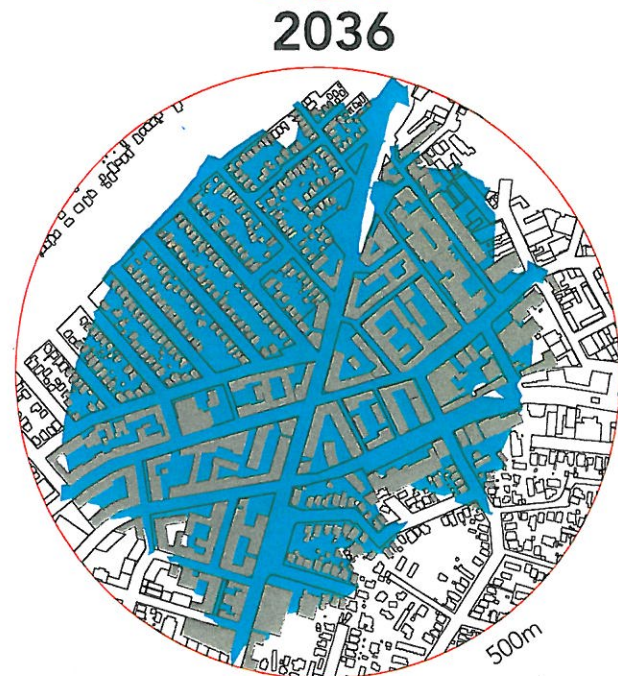
This proposal outlines the opportunities of removing the Dominion Road flyover with an at-grade multi modal intersection. It resolves the vehicle circulation problems associated with the closures of George Street and Porters Avenue.

An at-grade intersection creates a deep walkable catchment that can support both transit services and local businesses. The city centre proximity, transit access, and walkable urban structure would make it an ideal location for a dense, high quality, urban neighbourhood. This proposal illustrates a concept of how the removal of the Dominion Road Interchange and the re-introduction of a walkable network of streets can support a high density development scenario providing housing for 7 - 8,000 people and 7 - 8,000 employees.

810
PEOPLE
824
EMPLOYEES



8,000*
PEOPLE
7,500
EMPLOYEES



*Assumptions: 1 person per 42m² GFA,
1 employee per 12m²
75% Residential/ 25% Commercial



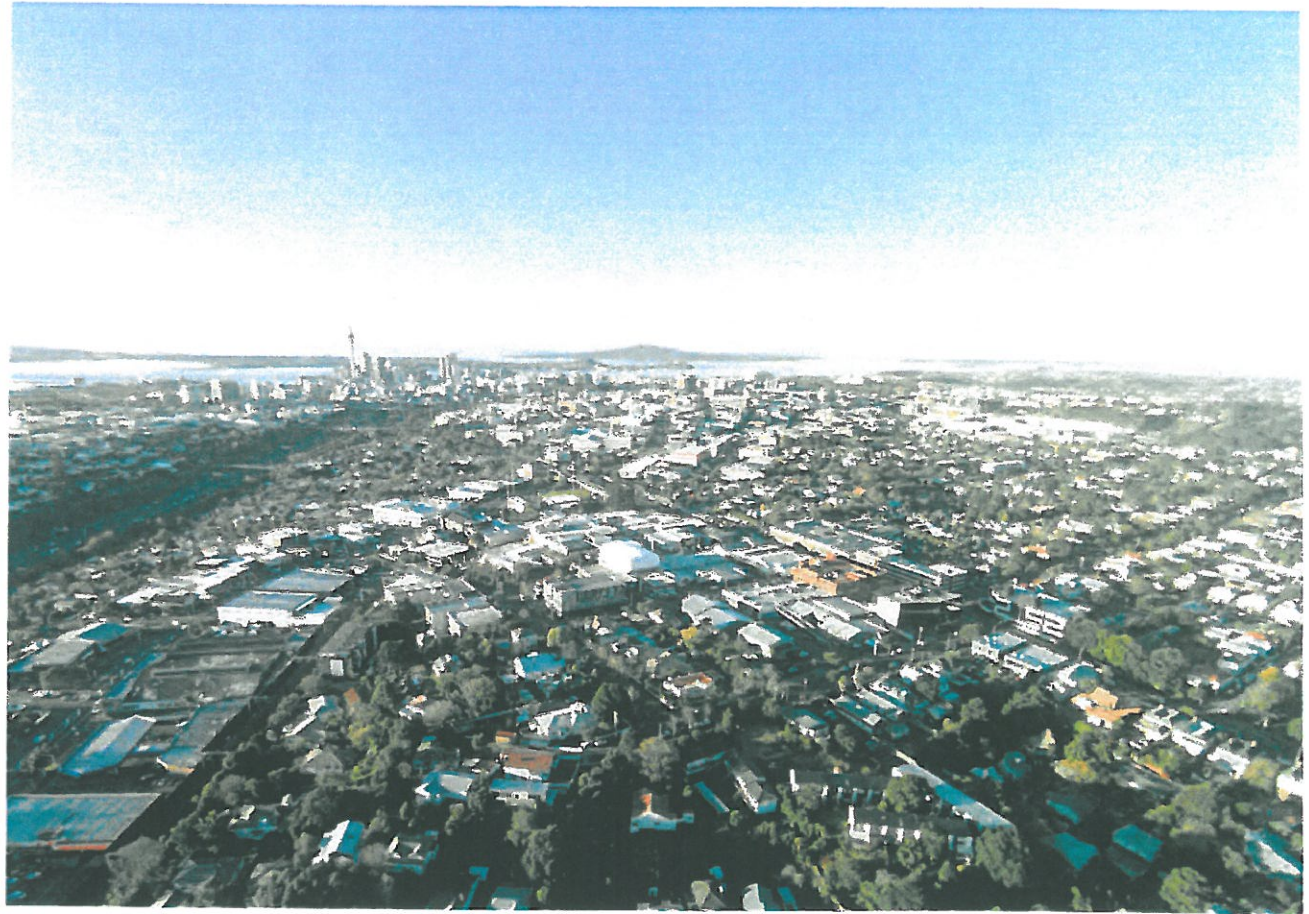
KEY FEATURES

1. Removal of the Dominion Road interchange.
2. Re-establish a gridded network of streets that provides easy access to Dominion Road transit station and across the wider study area.
3. Create a surface level, multi-modal intersection at Dominion Road and New North Road. Intersection provides easy connections between PT services. Intersection improves local circulation by providing for vehicle turning movements.
4. Sell redundant road reserve land for development, or use as mechanism to unlock desired development (eg. affordable housing).
5. Pedestrian access maintained across rail line: George Street and Porters Avenue.

DEVELOPMENT SCENARIO

Visualisation prepared by Jasmax

Over a 20 year development span, 418,500 m² could be developed with a 6-10 storey scale. With a 75/20/5 division between residential, commercial and retail respectively, this would allow for 83,700 m² of commercial space, 3,750 apartments of 100 m² gross each, and 20,900m² ground floor retail. At typical occupancy rates this would allow for approximately 8,000 employees and approximately 7,500 residents at the site in 20 years.



Dominion Road New North Road Interchange: July 2016



LAND RELEASE

\$95 million

Road reserve released: 33,360m²

New road reserves/streets: 1,395m²

Net Land gained for redevelopment: 31,965m²

@\$3,000m²*: **\$95,895,000**

*Land value of adjacent under-developed sites is about \$2,000 m². Upon redevelopment comparable sites (223 Great North Road and 39 Sandringham Road) have land values of about \$5,000 m². This study uses \$3,000 m² as rough order estimate of land value in the study area.





PT PATRONAGE

\$4.7 million

Annual farebox revenue (year 20)

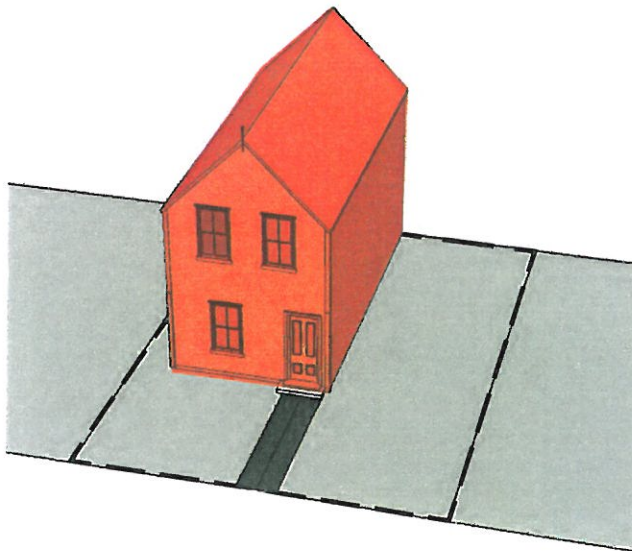
Weekday one-way trips generated (year 20): **9,000**

Annual one-way trips generated: **2.3 million**

At typical occupancy rates this development scenario would allow for approximately 8,000 employees and approximately 7,500 residents at the site in 20 years.

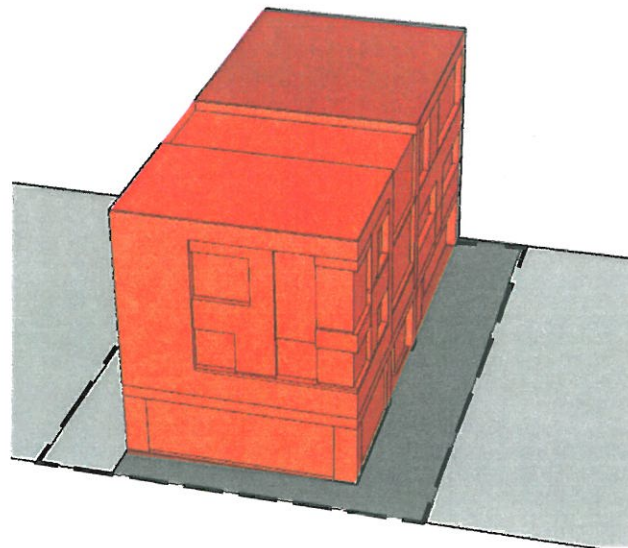
Using 2013 census journey to work mode share figures for Newmarket residents and employees as a guide (20% and 17% respectively), and 2013 census employment rates, this level of development could generate approximately 9,000 peak time public transport trips. This two-hour peak figure annualises to approximately 2.3 million PT trips per year. At the average fare spend of \$2 per trip this represents approximately \$4.7m per year in farebox revenue. We assume that the majority of these trips would be carried on public transport, with a significant amount served by Mt Eden heavy rail station and the New North Road bus services. These assumptions include both originating and terminating trips to/from the study area.

URBAN ACCOUNTING



LAND VALUE: \$1,000,000
IMPROVEMENT VALUE: \$500,000
CAPITAL VALUE: \$1,500,000
AREA: 500M²

CAPITAL VALUE/AREA: \$3,000 PER M²



LAND VALUE: \$1,000,000
IMPROVEMENT VALUE: \$5,000,000
CAPITAL VALUE: \$6,000,000
AREA: 500M²

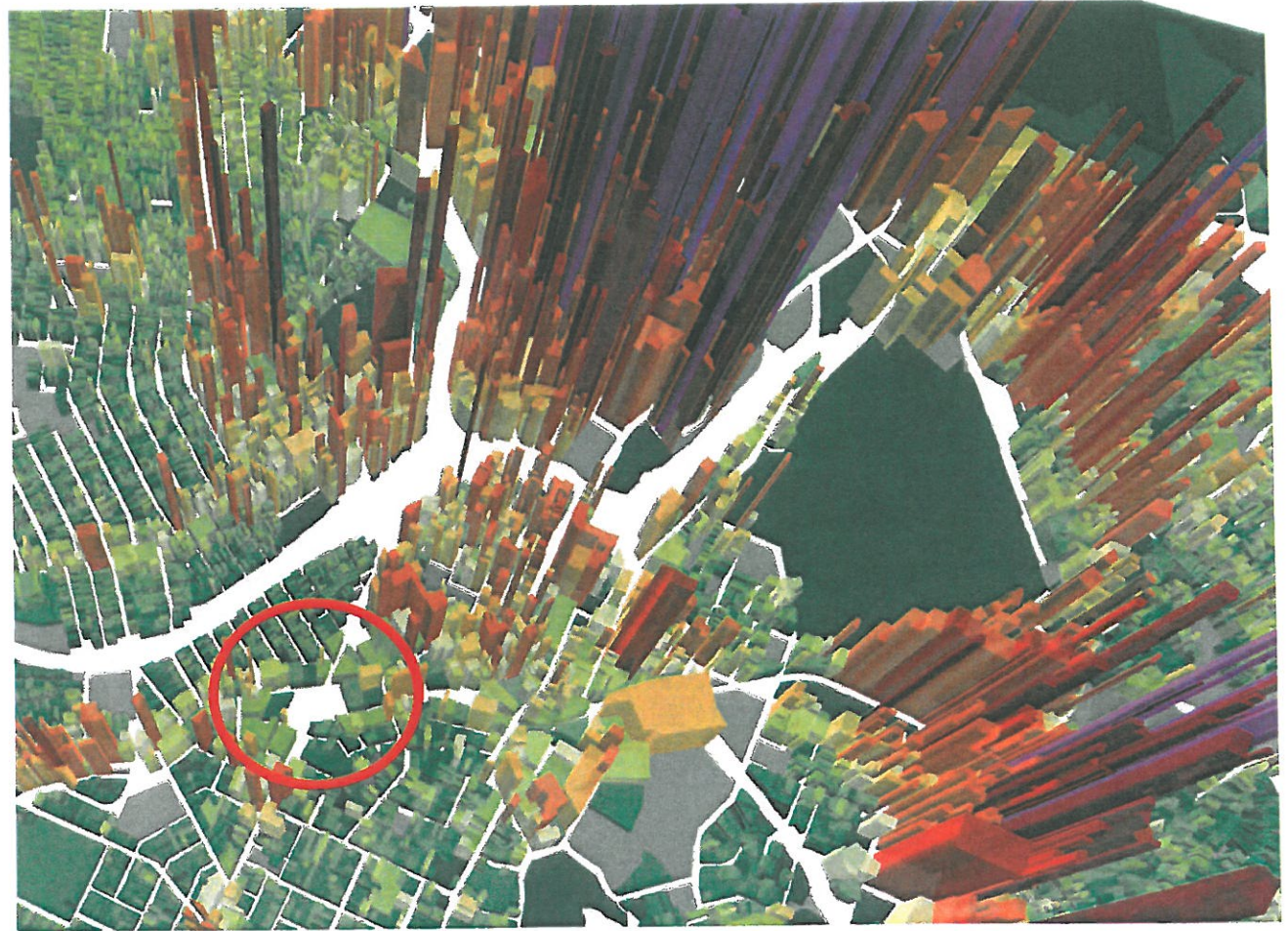
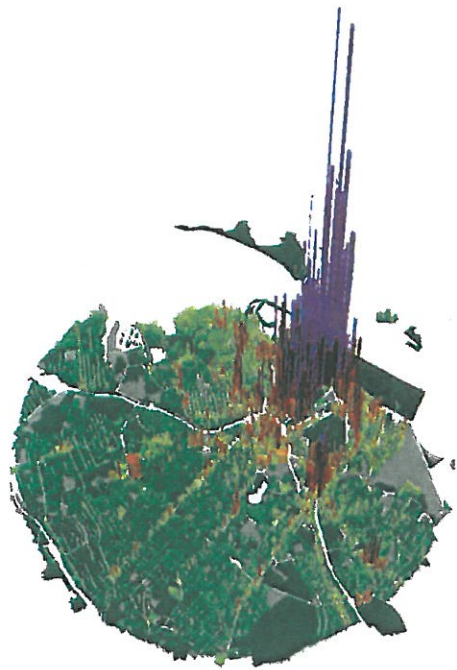
CAPITAL VALUE/AREA: \$12,000 PER M²

An "urban accounting" exercise was performed by Urban 3. Urban accounting measures the combination of land value and improvement value or "rateable value". As land value and improvement values increase the rateable value of property increases.

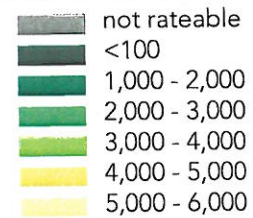
The key component of this accounting is dividing the capital value by AREA. This reveals the efficiency of urban land uses.

Urban design, public realm and transit improvements can increase land value and spur development. As land values rise denser development becomes commercially viable. Denser development can provide a significant uplift in the rates return from urban land.

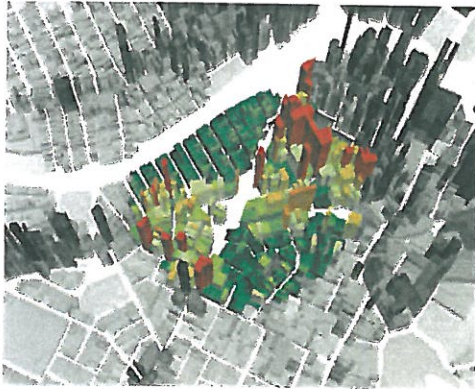
Currently, the study area has very low rateable value. This is likely due to the compromised urban structure, lack of accessibility, and low value buildings occupying the land. The low rateable value is particularly stark when compared to other city fringe areas such as Newmarket, Parnell and Ponsonby.



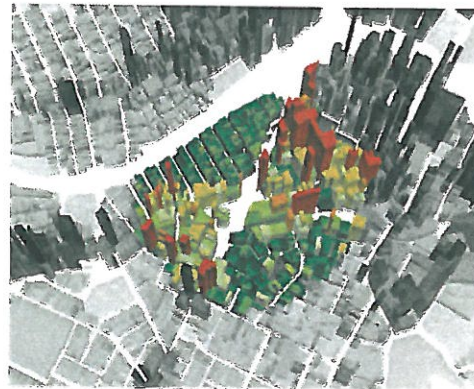
VALUE
PER
M² (2013)



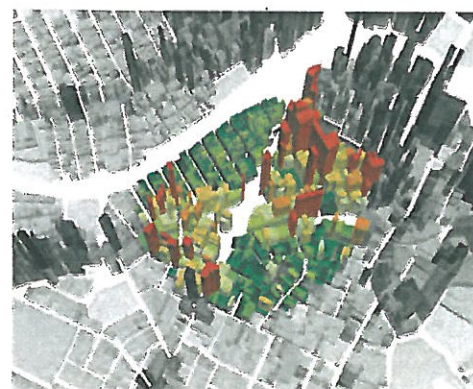
BASE REDEVELOPMENT SCENARIO



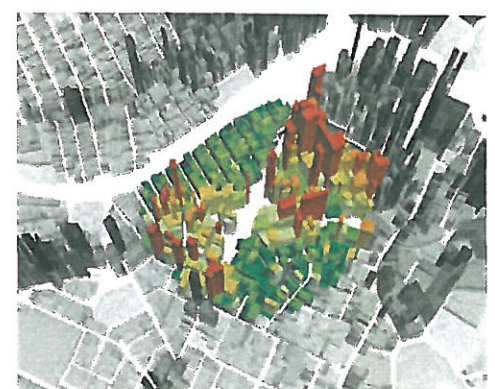
YEAR 5



YEAR 10

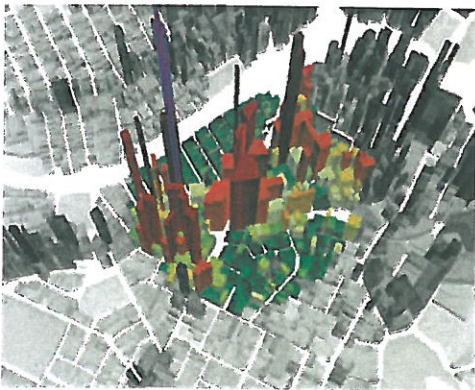


YEAR 15

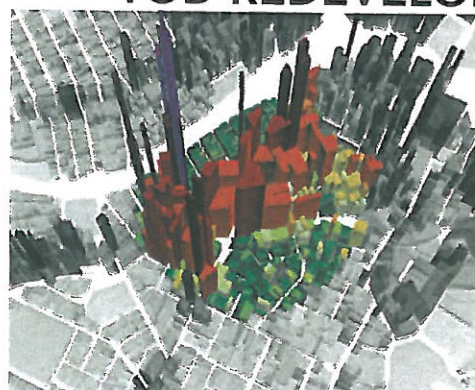


YEAR 20

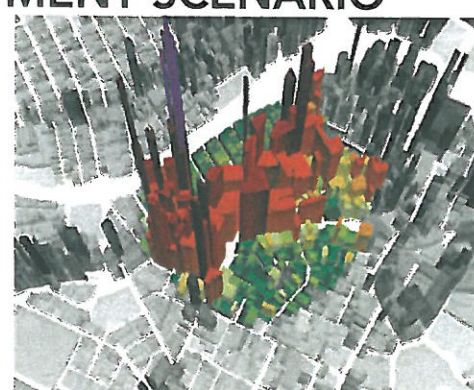
TOD REDEVELOPMENT SCENARIO



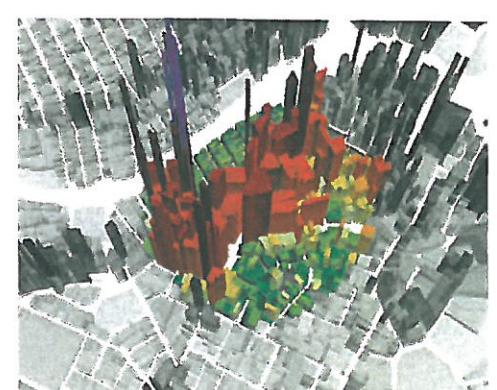
YEAR 5



YEAR 10



YEAR 15



YEAR 20

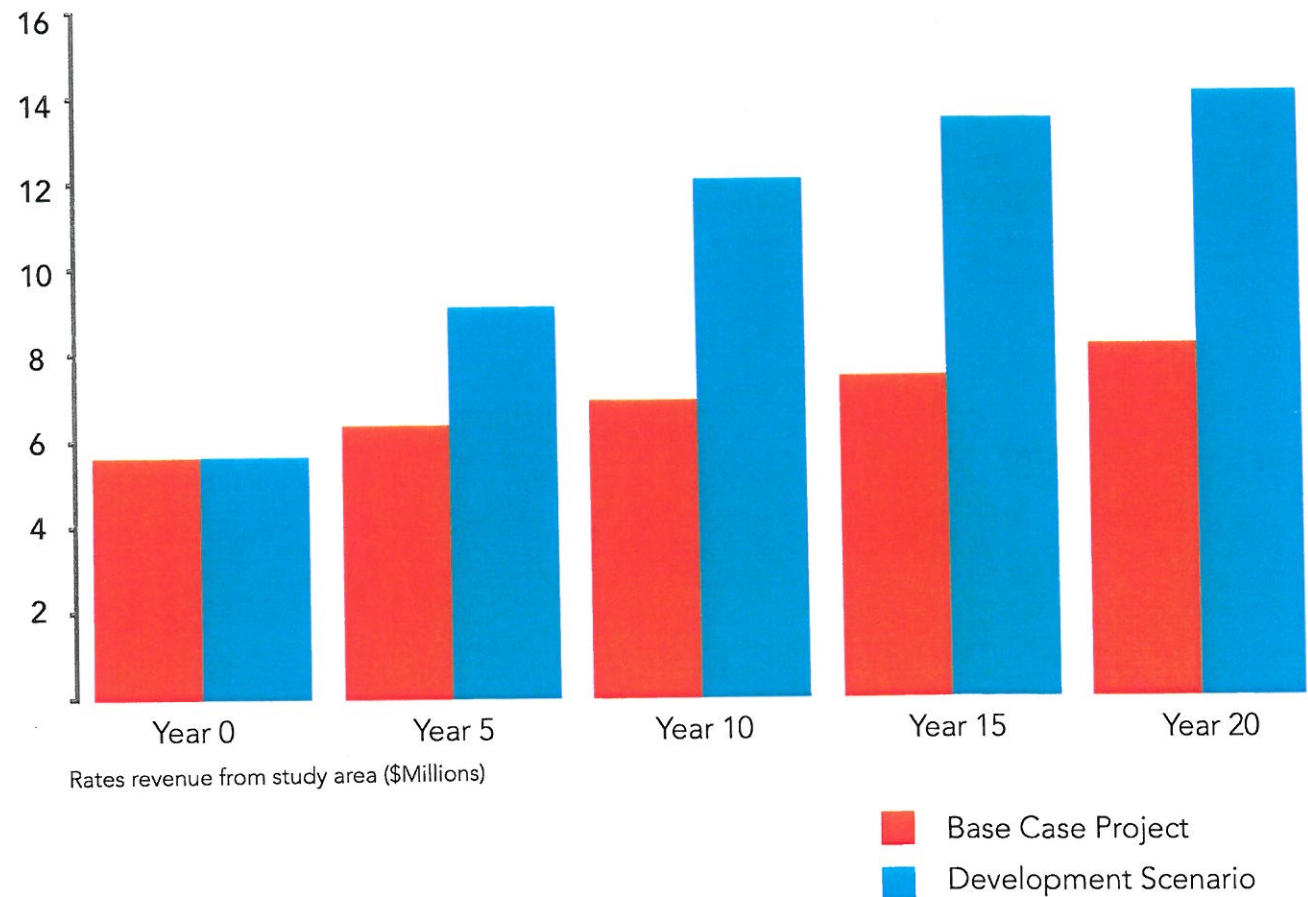
\$80 million

ADDITIONAL RATES REVENUE FOR STUDY AREA OVER 20 YEARS

\$1.3 billion of additional property value uplift by year 20 - more than double the level of value uplift estimated under a base case development scenario.

After 20 years the area will be returning almost **50% more rates revenue** than estimated under a base case development scenario.

By year 20 the catchment area is forecast to return **\$14 million of rates revenue annually**, compared to \$9.5 million under a base case development scenario



HIGH DENSITY LIVING

This development opportunity investigation is based on a medium-to-high density development scenario with buildings 6 - 10 storeys high. The following is a collection of nearby projects under construction or completed. These projects demonstrate the market viability of this development scenario.



HYPATIA

Under Construction

CBD Fringe

Location: 246 Khyber Pass Road, Newmarket

No. of Apartments: 59 apartments

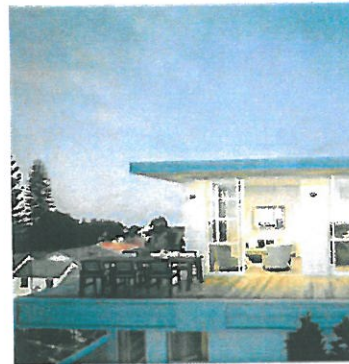
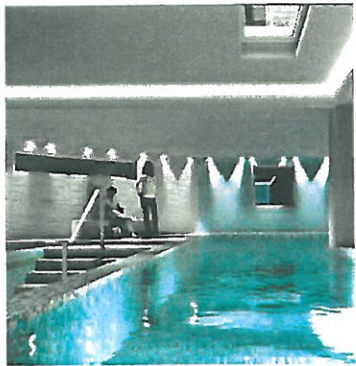
Expected Completion Date: Late 2016

Developer: Ockham Residential

Architect: Ockham Residential

Builder: Bracewell Construction

Website: <http://www.ockham.co.nz/hypatia/>





MIRO MT EDEN

Under Construction

CBD Fringe

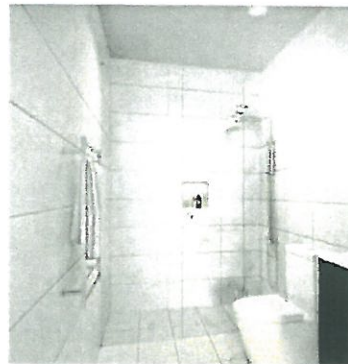
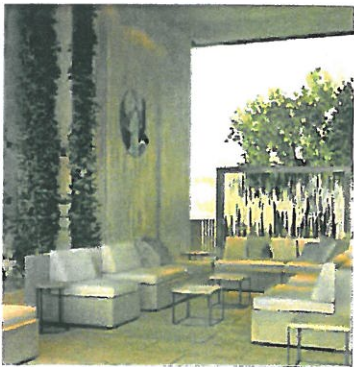
Location: 25 Enfield St, Mt Eden

No. of Apartments: 93apartments

Expected Completion Date: Mid-2017

Developer: Dominion Constructors

Website: <http://miromteden.co.nz/>





THE TURING BUILDING

Completed

CBD Fringe

Location: 2 Ariki St, Grey Lynn

No. of Apartments: 37 apartments

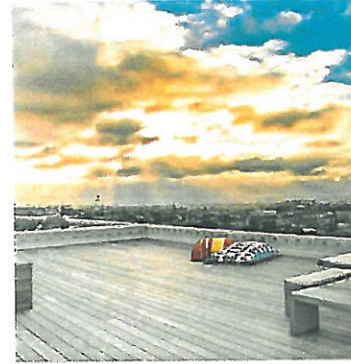
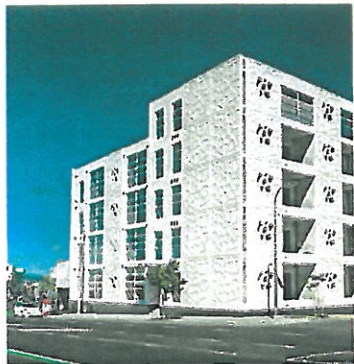
Completed: Late 2014

Developer: Ockham Residential

Architect: Ockham Residential

Builder: Bracewell Construction

Website: www.theturing.co.nz





BOTANICA

Under Construction

CBD Fringe

Location: 30 Enfield St, Mt Eden

No. of Apartments: 67 apartments

Expected Completion Date: Early 2017

Developer: McDougall Reidy & Co

Architect: Peddle Thorp

Builder: Haydn & Rollett

Website: <http://www.botanicaliving.co.nz/>





DAISY APARTMENTS

Under Construction

CBD Fringe

Location: 11 Akepiro St, Mt Eden
No. of Apartments: 33 apartments
Expected Completion Date: Mid 2017
Developer: Ockham Residential
Architect: Ockham Residential
Website: <http://www.ockham.co.nz/daisy/>

