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Submission for 115 Apollo Road, Rosedale – Proposed Bus Stop Upgrade, Refuge Island and Bus Shelter

Introduction

Auckland Transport is seeking feedback on the proposal requested by BUPA Hugh Green Care Home & Retirement Village, to improve safety and accessibility for their residents to cross Apollo Drive. By implementing a combination of a pedestrian refuge, and relocation of a bus shelter and additional broken yellow lines.

Apollo Drive is a main thoroughfare for the commercial area. The Unitary Plan indicates the zoning is 'General Business'.

The proposed development is approximately 200 meters away from the Apollo/Rosedale roundabout, which has a designated pedestrian refuge.

The proposal includes the permanent removal of approximately 11 carparks.

Business North Harbour is a significant commercial/industrial Business Improvement District (BID), representing over 4,500 commercial property owners and businesses within the North Harbour area.

Collectively they employ over 35,000 Auckland residents and ratepayers. Our businesses comprise of a mix of sole traders, Small Medium Enterprises (SME), through to multi-national organisations representing sectors such as ICT, business services, specialist manufacturing and light – medium warehousing.

The Upper Harbour Local Board area is expected to be the fastest growing area in the country over the next ten years, in both absolute and percentage population terms, which brings both challenges and opportunities to the North Harbour Business district.

Our submission of the planned development on Apollo Drive, is as follows:



Location

Apollo Drive is a main connecting road within the North Harbour Commercial Area, connecting Constellation Drive and Rosedale Road, with many side roads, which feed to their corresponding areas.

The area of interest on Apollo Drive services mainly commercial businesses and essential services.

Our Process

Although Business North Harbour has an agreed Scope of Services agreement with Auckland Transport the organisation was not notified of the development.

On 14th July Auckland Transport confirmed that they had consulted with the business and property owners within the immediate vicinity, and that a close-out email had been sent to the property owners and occupiers indicating the decision on the development.

As a service to our members, Business North Harbour needed to understand the level of support for, or opposition to, the proposed improvement. Therefore, Business North Harbour would customarily visit every residing businesses and contact all property owners within the immediate vicinity of the proposed development. However, due to the time restriction implemented by Auckland Transport, Business North Harbour was unable to contact all the business and property owners within the immediate area.

Our Findings

Of the businesses visited, public awareness of the submission was minimal with only three of the 17 businesses were aware of the proposal.

Of the 17 businesses approached 14 opposed the development due to the loss of essential parking within the area for the local employees. The three remaining businesses had sufficient off-street carparking for their employees therefore would not be impacted.

As the area is designated 'General Business' in the Unitary Plan the area the proposal is not in the nature of the intended use for the area.

Please note:

Business North Harbour have not undertaken independent verification of Auckland Transport's plans nor designs.

Conclusion

Business North Harbour opposes the Auckland Transport proposal for the additional pedestrian refugee, to the loss of the invaluable on street carparks, when an existing crossing is located within less than 300 meters.

We will publish our submission on our website www.businessnh.org.nz so that our members know their feedback has been forwarded to Auckland Transport.

If you have any questions, please contact the author.

Thank you

SARAH DE ZWART

Transport Manager