

TRANSPORT MEMO 30-40 SANDSPIT ROAD & 2 REYDON PLACE, COCKLE BAY- FAST TRACK REFERRAL APPLICATION

1 INTRODUCTION

Box Property Investments Limited (“the applicant”) proposes to lodge an application for a referred project under the Covid-19 Recovery (Fast-track Consenting) Act 2020 (the “Act”) to utilise the fast-track consenting process via an expert consenting panel. This application relates to the proposed residential development located at 30-40 Sandspit Road & 2 Reydon Place, Cockle Bay.

To support the request to the Minister for the Environment to have this project fast-tracked, this memorandum provides a high-level review of the transport aspects of the proposal, including:

- Summary of the proposal and site description;
- High level analysis of traffic impacts; and
- Conclusion.

2 SITE DESCRIPTION AND PROPOSAL

2.1 SITE DESCRIPTION

The site is located at 30-40 Sandspit Road and 2 Reydon Place, Cockle Bay. Figure 1 shows the location of the site in relation to the surrounding road network.

Figure 1: Site Location in relation to surrounding road network



Sandspit Road runs along a south-north alignment connecting to Litten Road / Paparoa Road roundabout at its northern end and Meadowland Drive at its southern end. Sandspit Road provides for a single traffic lane in either direction and a flush median is provided on Sandspit Road near the site. Generally (apart from some local areas) no on-street parking is provided on either side of the road on Sandspit Road. Trelawn Place and Reydon Place both provide for a single traffic lane either direction.

In accordance with the Unitary Plan¹, the site is zoned 'Residential – Single House Zone'. With reference to the Unitary Plan Sandspit Road, Trelawn Place and Reydon Place are not classified as an 'Arterial Road' in the Unitary Plan. The posted speed limit in the area is 50km/h.

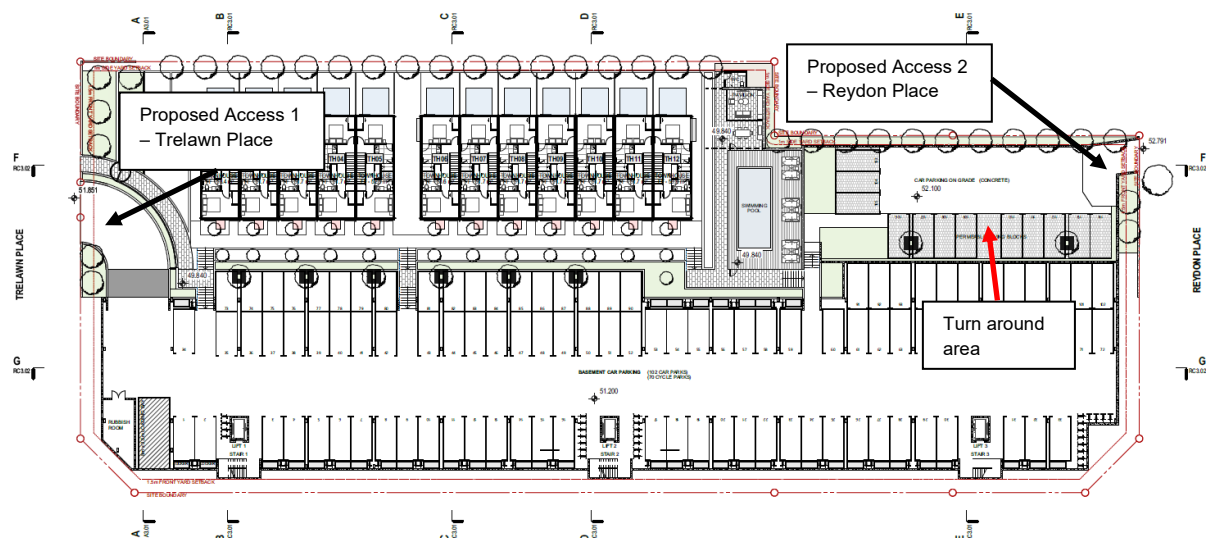
2.2 PROPOSAL

The development will comprise of the following:

- 13 x one-bedroom units;
- 21 x two-bedroom units;
- 24 x three-bedroom units; and
- 12 x three-bedroom terraced houses.

One two-way access will be provided from Trelawn Place (Access 1) containing 102 parking spaces and a loading area and one access will be provided from Reydon Place (Access 2) containing 12 parking spaces. Figure 2 shows the proposed layout over the site.

Figure 2: Proposed site layout



¹ Auckland Unitary Plan Operative in part (notified 15 November 2016)

3 HIGH LEVEL ANALYSIS OF TRAFFIC IMPACTS

3.1 VEHICLE TRAFFIC

The RTA Guide² is commonly used by traffic engineering practitioners in Australasia to assess the traffic generating potential of various land uses. In New Zealand, the RTA Guide is frequently used for assessing residential developments such as 30-40 Sandspit Road & 2 Reydon Place, Cockle Bay.

The proposed residential units were assessed and is most similar to in concept / location of a “medium density residential flat building”. The RTA predicts 0.4-0.5 trips / dwelling for peak hour trips and 4-5 trips / dwelling for daily trips (up to 2 bedrooms). For 3 bedrooms or more, the RTA predicts 0.5-0.65 trips / dwelling for peak hour trips and 5-6.5 trips / dwelling for daily trips.

The likely trip generation for the proposed development is outlined in Table 1 below.

Table 1: Trip Generation

Activity	RTA Rate	Number / GFA	Peak Hour Vehicle Trips	Daily Vehicle Trips
Residential units (up to 2 bedrooms) – 34 units	<i>‘0.4-0.5 trips / dwelling for peak hour & 4-5 trips / dwelling for daily trips’</i>	13 x one-bedroom units; 21 x two-bedroom units;	14-17	136-170
Residential units (3 bedrooms or more) – 36 units	<i>‘0.5-0.65 trips / dwelling for peak hour & 5-6.5 trips / dwelling for daily trips’</i>	36 x three-bedroom unit;	18-23	180-234
Total			32-40 trips	316-404 trips

From the above, the proposal is likely to increase trips in the order of 32-40 peak hour movements and 316-404 daily movements (which is less than the previous resource consent application).

Rule E27.6.1 “Trip generation” of the Unitary Plan sets out trip generation limits when resource consent for a restricted discretionary activity is required. For residential dwellings, this limit is 100 dwellings (or generally 100 vehicle movements per hour). The proposal is for 70 units and 32-40 peak hour trips, so is approximately 32-70% of the level required before the Unitary Plan requires any restricted discretionary consent for traffic generation.

Given the volumes of traffic currently catered for by Sandspit Road, the increase in the traffic will have minimal impact on the operation of the surrounding road network. Based on initial review, the traffic associated with the proposal will have a minimal effect on the safe and efficient operation of the nearby Sandspit Road / Trelawn Place intersection and the surrounding road network.

3.2 WALKING & PUBLIC TRANSPORT

A pair of bus stops are located some 41-120m (approximately 1-2 minute walking distance) from the site on Sandspit Road providing services to the following routes:

² The Roads and Traffic Authority of New South Wales – Guide to Traffic Generating Developments (RTA), Version 2.2, October 2002

- Route 72x (peak period service³) linking Botany, Howick, Pakuranga, Panmure, Southern Motorway, City; and
- Route 72m (connector service⁴) linking Howick, Pakuranga Road, Pakuranga, Panmure.
- It should be noted, the peak period service Route 72x provides a connection between the site to Auckland City Centre.

Figure 3 shows the public transport services in the local area.

Figure 3: Proposed public transport services in the area



Overall, the proposed development has good public transport connections and is likely to encourage residents to contribute and make use of the public transport services to and from the site.

Footpaths are provided on both sides of the road on Sandspit Road, Trelawn Place and Reydon Place near the site. Further, a raised pedestrian crossing has been constructed on Trelawn Place near the site as shown in Figure 1.

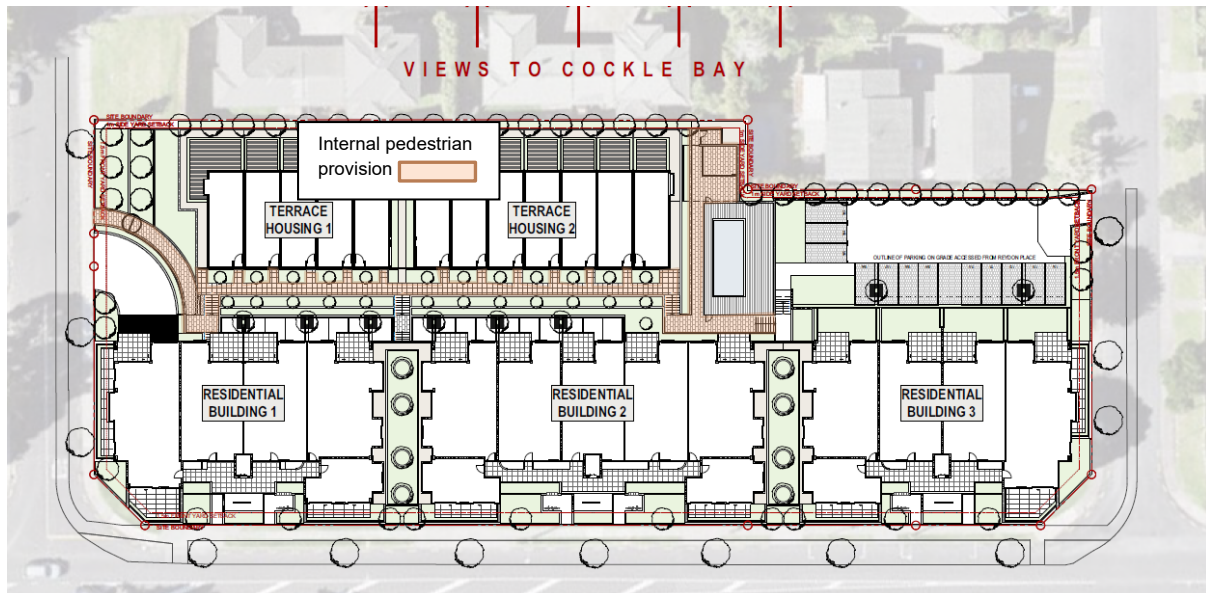
Internal pedestrian provision to the site will be separated from vehicular access and will be provided from Trelawn Place allowing access to the residential units.

Figure 4 shows the internal pedestrian provision over the site.

³ Services operate between 6am and 10am to City, and 4pm and 7pm from City

⁴Operating at least every 30 minutes, 7am-7pm, 7 days a week

Figure 4: Pedestrian access over site



From a pedestrian perspective, the site is well-connected and provides for a safe environment.

4 VEHICLE ACCESS

One two-way access will be provided from Trelawn Place (Access 1) containing 102 parking spaces and a loading area and one access will be provided from Reydon Place (Access 2) containing 12 parking spaces as shown in Figure 2. It is recommended the proposed accesses should be designed as per TDM Standard VX0101. The width of the accesses should be reviewed in the next stage.

5 PLAN CHANGE 79 (PC79)

Plan Change 79 has only just been notified and we are advised does not have legal effect. There are some aspects of the plan change that the development is already likely to achieve – at least to an extent, e.g. we anticipate some provision for EV's at the detailed design stage. However, a more detailed analysis of compliance with PC79 (and likely changes to PC79) will need to be undertaken when the resource consent application is lodged with the EPA (if the project is fast-tracked). At that time the submissions on PC79 will have been made and it may be more clear which provisions are likely to remain and which provisions are likely to change or be deleted.

6 CAR PARKING AND CYCLE PARKING

Table E27.6.2.4 of the Unitary Plan set out the parking requirement for various activities. For 'All other areas' (other than that specifically listed), the Unitary Plan requires the following:

- 'No minimum rate'; and
- 'No maximum rate'.

The Unitary Plan does not require a minimum or maximum parking rate. As such, the development complies with the Unitary Plan.

The parking spaces should comply with the Unitary Plan dimensional requirements set out in Table E27.6.3.1.1.

It is recommended, the turn-around area provided from Access 2 (Reydon Place) for spaces 103-105 will need to be increased to 3.2m to ensure vehicles can exit the site in a forward direction as shown in Figure 5 below.

Figure 5: Turn around area to be widened

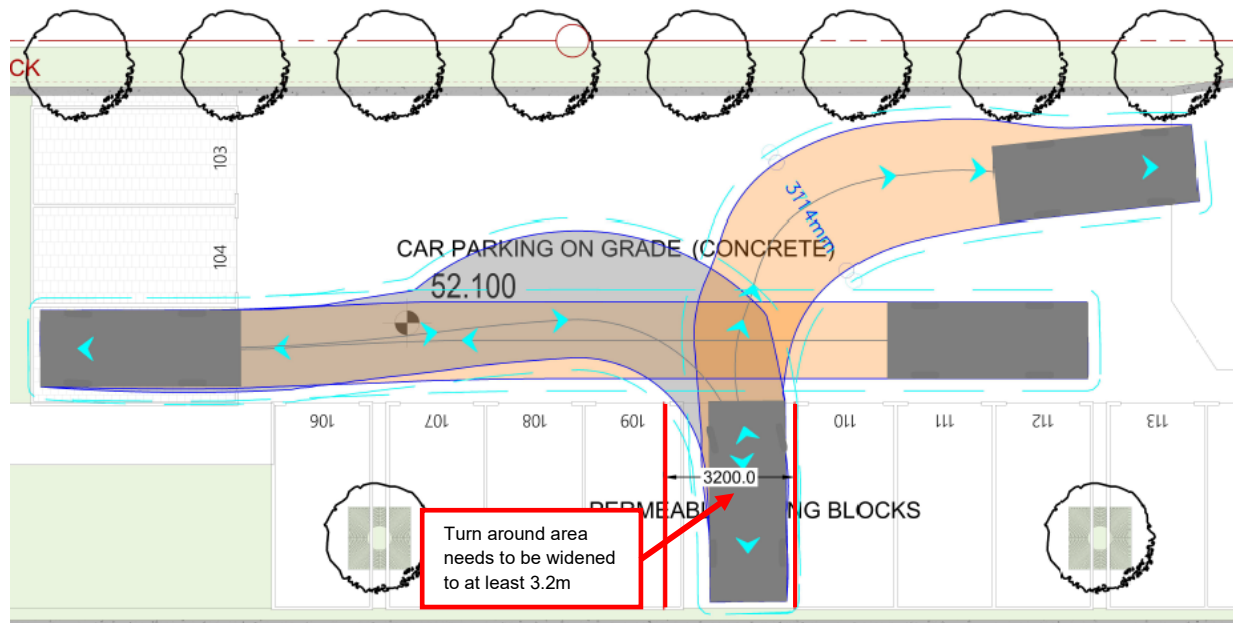


Table E27.6.2.5 of the Unitary Plan outlines the requirement for bicycle parking rates. Short stay spaces are intended for the use of visitors to the site and long stay spaces are required to be provided in a secure location generally not open to the public and where the cycle does not need to be carried up or down stairs.

For residential activities, the following requirement is set out:

- 'A minimum rate of 1 per 20 dwellings for visitor (short-stay)'; and
- 'A minimum rate of 1 per dwelling without a dedicated garage for secure (long stay)'.

The Unitary Plan therefore requires 4 short stay and 70 long stay spaces to support the development (74 total). The proposed development should provide 74 cycle spaces.

7 LOADING / SERVICING

A loading area is provided which will be accessed from Trelawn Place and can accommodate a 3.5m x 8m loading area (space required in the Unitary Plan). However, it is recommended the loading area be allocated for a delivery van only given the 2.3m available head-room.

Provision is made for a Rubbish Direct 7.15m Truck to turn around (three-point turn) at the top of the ramp. As such, no reversing of truck on or of the site will be required.

8 CONCLUSION

Following a review of the proposal to develop a residential development at 30-40 Sandspit Road & 2 Reydon Place, Cockle Bay the following can be concluded:

- The traffic expected to be generated by the proposed development can be accommodated within the existing road network. Based on initial review, the traffic associated with the proposal will have a minimal effect on the safe and efficient operation of the nearby Sandspit Road / Trelawn Place intersection;
- The site is well-connected from a public transport perspective and is likely to encourage residents to make trips to and from the site and pedestrian provision around the site is considered appropriate;
- One two-way access will be provided from Trelawn Place (Access 1) containing 102 parking spaces and a loading area and one access will be provided from Reydon Place (Access 2) containing 12 parking spaces as shown in Figure 2. It is recommended the proposed accesses should be designed as per TDM Standard VX0101. The width of the accesses should be reviewed in the next stage;
- The Unitary Plan does not require a minimum or maximum parking rate. As such, the development complies with the Unitary Plan;
- The parking spaces should comply with the Unitary Plan dimensional requirements set out in Table E27.6.3.1.1;
- The Unitary Plan therefore requires 4 short stay and 70 long stay spaces to support the development (74 total). The proposed development should provide 74 cycle spaces.
- A loading area is provided which will be accessed from Trelawn Place and can accommodate a 3.5m x 8m loading area (space required in the Unitary Plan). However, it is recommended the loading area be allocated for a delivery van only given the 2.3m available head-room; and
- Provision is made for a Rubbish Direct 7.15m Truck to turn around (three-point turn) at the top of the ramp. As such, no reversing of truck on or of the site will be required.

Overall, the following is recommended:

- It is recommended, the turn-around area provided from Access 2 (Reydon Place) for spaces 103-105 will need to be increased to 3.2m to ensure vehicles can exit the site in a forward direction as shown in Figure 5.

Overall (subject to the above), we see there to be no traffic or transport planning reasons the preclude the subject sites for being considered for the fast-track consenting process.

Yours sincerely

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