Traffic Engineering & Management Ltd
Level 2, 1b Buscomb Avenue,
Henderson, Auckland
PO Box 21-803, Henderson, Auckland 0650

KEPA ROAD APARTMENTS

182-184 KEPA ROAD, ORAKEI

FAST TRACK APPLICATION

Prepared for Sanctum Projects Limited
25 November 2021
Reference 21881

1 INTRODUCTION

Sanctum Projects Limited has engaged Traffic Engineering and Management Ltd (TEAM) to provide traffic related services related to the establishment of an apartment development at 182-184 Kepa Road in Orakei, Auckland.

My name is Andrew Hunter and I am a senior associate at TEAM. I have a New Zealand Certificate of Engineering (Civil) and a Certificate of Transportation Planning, Management & Control (University of NSW).

I have been involved in the transportation industry for 35 years and have worked for Central and Local Government agencies as well as traffic engineering consultancies.

Examples of my very recent involvement in residential developments includes:

- A 182-unit apartment building in Auckland Central;
- A 142-unit apartment building in Auckland Central;
- A 103-unit apartment and 3-tenancy retail development in Auckland Central;
- A 38-unit apartment building in Mission Bay;
- A 138-unit apartment building in Mt Wellington;
- A 200-unit retirement development in Parakai;
- A 621-lot residential subdivision including a small commercial centre in Papakura;

2 THE PROPOSAL

The proposed development is located relatively close to the inner city of Auckland and lies on an Arterial Road that has convenient and frequent bus services. Figure 1 shows the location of the site relative to the local road network.

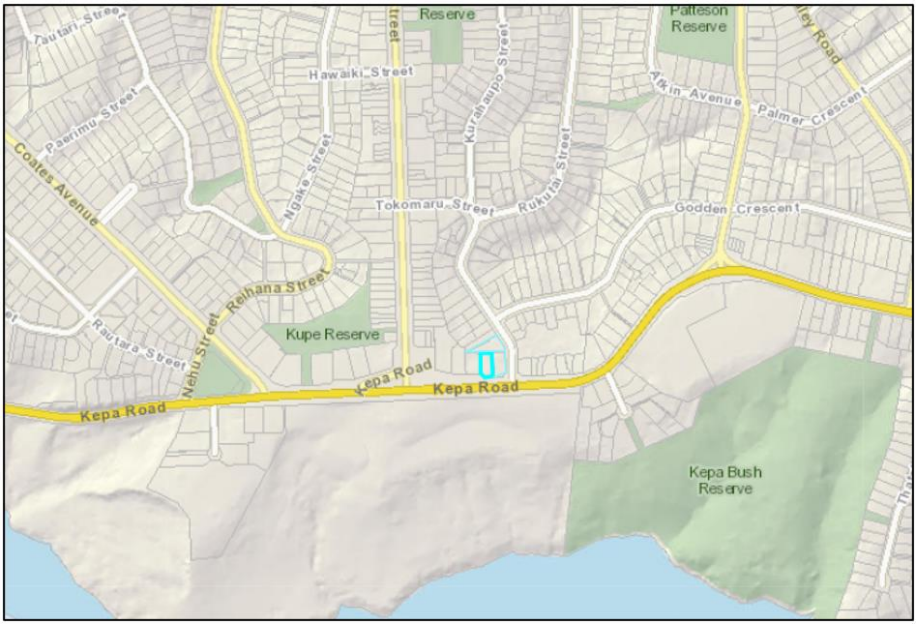

Figure 1: Location of the site

Figure 2: Aerial view of the site.

The proposed residential development will have the following features and this information is based upon the Concept Design plans dated 23 November 2021.

- The site is comprised of three residential properties;
- 8 Kurahaupo Street is located within a Terraced Housing and Apartment Building Zone;
- 182 Kepa Road and 184 Kepa Road are located within a Business Mixed Use Zone;
- 49 apartments will be provided within two separate buildings.
- Building A is the southern building which will consist of two basement levels plus eight levels of apartments above.
- Building B is the northern building that will consist of two basement levels containing two apartments plus storage and car parking plus five levels of apartments above.
- Basement B1 contains the 37 car parking spaces as well as storage and lifts with access to the two buildings.
- Basement B2 contains 10 sets of stacked car parking spaces plus two single car parking spaces as well as storge and lifts with access to the two buildings.
- There are 39 single car parking spaces plus 10 pairs of stacked spaces. The stacked car parking spaces are set out pairs and each pair of spaces must be allocated to one unit. Each unit will have at least one car parking space and ten of the units will have two car parking spaces.
- Vehicle access will be via a new dual width vehicle crossing and ramp to the basement that will have access onto Kurahaupo Street.
- Rubbish collection will occur onsite and be undertaken by a private contractor.
- The development has convenient and easy access to very good passenger transport services.

2.1 Vehicle Parking

Each unit will have at least one car parking space and ten of the units will have two car parking spaces.

All parking spaces will meet the dimensional requirements of the Unitary Plan and will be assessed with vehicle tracking simulations to ensure that they are suitable for the intended use.

2.2 Bicycle Parking.

As required by the Auckland Unitary Plan, each apartment will be provided with a cycle parking space and additional cycle facilities will be provide for visitor use.

2.3 Vehicle Access

Vehicle access will be via a new two-way vehicle crossing to be constructed with access onto Kurahaupo Street. Kurahaupo Street is classified as a secondary collector road and has low volumes of through traffic.

The existing three vehicle crossings servicing the current dwellings will be removed and the kerb and berm areas reinstated.

There is a bend in the access immediately after the vehicle crossing meets the boundary and the geometrics of the bend will be developed as the design progresses and the type and size of vehicle that will access the basement are confirmed.

2.4 Traffic Generation

The traffic generated by the residential activity on the site is expected to be in the order of 49 vehicular trips during the peak hour. An analysis of the impacts of adding this additional traffic to the road network and the effects particularly on the intersection of Kepa Road and Kurahaupo Street will be evaluated as a part of the Traffic Impact Assessment. There are alternative routes to and from the site and the additional traffic is expected to have minimal effects on the safe and efficient operation of the local road network.

2.5 Rubbish Collection

The rubbish storage area and the collection of rubbish has yet to be finalised however it is expected that the rubbish will be stored in the basement. The waste management plan will be obtained and a suitable vehicle will be selected based on its ability to access the site. New electric waste management vehicles have been specifically designed to service this type of development and the vehicle profiles have been reduced to allow easier access to basements.

2.6 Passenger Transport

The site has pedestrian access onto Kepa Road. Auckland Transport has passenger transport routes providing very frequent services to local centres and to the CBD, with many of these services connecting with transport hubs that provide passenger services to the wider Auckland region. There is a bus stop within 10 metres of the western boundary of the site as well as a pedestrian refuge island that provides safe refuge for pedestrians as they cross the road to access the bus stop on the opposite side of the carriageway.

3 Potential Risks

The design of the development is considered to be suitable for the intended residential use and is expected to operate in a safe and efficient manner from a traffic engineering perspective.

The potential risks to the safety and efficiency of the local road network is considered to be very low and not anticipated to be an issue form a traffic engineering perspective.

There is a potential risk in relation the position of columns in the basement and the potential impact on parking and manoeuvring.

There is also a risk with regard to vertical clearances for vehicles accessing the basement at the pinch point where the ramp to the basement passes under the building.

It is intended to minimise or remove this risk by undertaking consultation with Auckland Transport prior to the lodgement of the proposal.

Please contact me if you require further information.

Yours faithfully

TRAFFIC ENGINEERING & MANAGEMENT LTD

Andrew Hunter
Senior Associate