

PROPOSED APARTMENT DEVELOPMENT

201-203 BROWNS BAY ROAD, AUCKLAND

FAST TRACK APPLICATION



**Traffic Engineering
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1 INTRODUCTION

Matvin Group has engaged Traffic Engineering and Management Ltd (TEAM) to provide traffic related services related to the establishment of an apartment development at 201-203 Browns Bay Road, Auckland.

My name is Keith Bell and I am a senior associate and the technical director of traffic engineering services 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 37 years and have worked in Central and local government and for traffic engineering consultancies.

Examples of my very recent involvement in residential development includes:

- A 127-unit apartment building in Newton, Auckland;
- A 268-dwelling and 21-tenancy commercial/office development in New Market, Auckland;
- A 197-unit apartment and 8-tenancy retail development in Albany, Auckland;
- A 256-unit apartment and 10-tenancy retail development in Albany Auckland;
- A 251-unit apartment and 3-tenancy retail development in Albany, Auckland;
- A 500-unit retirement development in Silverdale Auckland;

2 THE PROPOSAL

- 51 apartments will be provided within four separate buildings.
- Each apartment will be allocated a specific parking space and will also be provided with cycle parking.
- Vehicle access will be via two existing crossings that will be modified for the intended use.
- Rubbish collection will occur onsite and be undertaken by a private contractor.
- The development has easy access to very good passenger transport services.

2.1 Vehicle Parking

Each apartment will be allocated with a specific parking space for their individual use, which will be provided in parking areas or within garages.

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 Cycle Parking

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

2.3 Vehicle Access

Vehicle access will be via two existing vehicle crossings that will be modified so that they are suitable for the intended use.

An existing two-way Right of Way that currently serves 203 Browns Bay Road and nine other existing dwellings will be maintained and improved so that it is suitable to accommodate the additional traffic generated by the development.

The configuration of the existing driveway will be discussed with Auckland Council and Auckland Transport prior to the development plans being finalised to ensure that their design expectations are included. This is likely to include lighting and delineation of pedestrian routes.

The existing vehicle connection to 201 Browns Bay Road will be widened so that it is suitable for two-way traffic movements. The gradient of the access is currently too steep for a suitable connection to Browns Bay Road; however, this will be addressed as the design develops.

All developments that connect to arterial roads in Auckland are Restricted Discretionary Activities.

2.4 Rubbish Collection

Rubbish collection and other servicing/delivery activities are able to occur via the existing two-way Right of Way, with the design enabling 8-metre-long Medium Rigid Trucks to turn around onsite, negating the need for any reversing to or from the road.

2.5 Passenger Transport

The site is very close to East Coast Road, which is a significant passenger transport route 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.

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 only potential risk is in relation to gaining access to an arterial road and therefore its status as a Restricted Discretionary Activity, with the access arrangements therefore being subject to review by Auckland Transport.

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



Keith Bell
Senior Associate

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the Official Information Act 1982