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Mr N Mattison
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11 June 2021

Copy via email: s 9(2)(a)

Dear Nick

20 MELIA PLACE, STANMORE BAY – FAST-TRACK APPLICATION MEMORANDUM

Further to your instruction, we are pleased to provide this memorandum outlining our initial review comments for the proposed residential development at 20 Melia Place in Stanmore Bay.

We understand that with respect to the COVID-19 Recovery (Fast-track Consenting) Act 2020, this initial memorandum is required to inform the Minister for the Environment whether to refer the application to an expert consulting panel. If successful, then a more comprehensive assessment would be undertaken to inform the expert consulting panel of the effects of the proposal.

1 INTRODUCTION

The proposal intends to establish circa 59 residential dwellings at 20 Melia Place in Stanmore Bay. All dwellings will gain vehicle access via existing intersections on Whangaparaoa Road (Whangaparaoa Road/ Melia Place/ Poplar Road intersection) and Vipond Road (Vipond Road/ RSA access intersection). Figure 1 shows the proposed layout.

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Figure 1: Proposed Layout

2 TRAFFIC GENERATION AND EFFECTS

The nearest intersections to the proposed development are the Whangaparaoa Road/ Melia Place/ Poplar Road intersection and Vipond Road/ RSA access intersection. Both intersections have been analysed to assess the traffic generation effects of the proposed development.

Surveys of both intersections were undertaken on 10 March 2021 to understand existing traffic volumes. In terms of traffic generated by the proposed development, some 59 dwellings are proposed and are estimated to generate approximately 47 vehicle movements per hour[1] (this includes inbound and outbound movements), and 500 vehicle movements per day.

We have undertaken preliminary analysis of the intersections during the morning and evening commuter peak hours, both with and without development traffic. The Whangaparaoa Road/ Melia Place/ Poplar Road intersection is currently highly congested due to the large number of vehicle movements on Whangaparaoa Road (over 2,000 vehicles per hour in both peak hours) however the performance of the intersection is largely unchanged as a result of the additional development traffic. This is due to the site also having access to the Vipond Road/ RSA access intersection which has

[1] Assumes 8 x 2 bedroom 'Med um dens ty res dent a f at bu d ng' dwe ngs and 46 x 3 bedroom+ 'Dwe ng house' dwe ngs (as per def n t ons n RTA Gu de).

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lower levels of congestion. Essentially, our analysis anticipates that the following additional movements at these intersections (a range is provided for morning and evening peak hours):

Whangaparaoa Road/ Melia Place/ Poplar Road intersection

- 5-11 additional left turn movements from Whangaparaoa Road into Melia Place;
- 2-5 additional right turn movements from Whangaparaoa Road into Melia Place;
- 2-5 additional left turn movements from Melia Place into Whangaparaoa Road, and
- No additional right turn movements from Melia Place into Whangaparaoa Road (due to congestion vehicles are likely to turn left at Vipond Road instead).

Vipond Road/ RSA access intersection

- 2-5 additional left turn movements from Vipond Road into RSA access;
- 5-12 additional right turn movements from Vipond Road into RSA access;
- 10-23 additional left turn movements from RSA access into Vipond Road, and
- 2-5 additional right turn movements from RSA access into Vipond Road.

These additional movements result in negligible changes to the operation of both intersections and therefore the effects of the development are considered acceptable.

3 PARKING

As noted, the development proposes some 59 dwellings. Each dwelling will be supported by a minimum of one parking space as per Unitary Plan rules ('Residential – Single House Zone' and E27.6.2.4 (T46)). On-site parking provisions are therefore considered acceptable.

Parking dimensions and formation gradients have been considered in the concept design with all parking spaces having maximum gradients of 1:20 (5%) and sufficient manoeuvring distance being provided.

Bicycle parking for residents is required at a rate of 1 bicycle parking space per dwelling. This parking is proposed to be provided through either internal dwelling storage, secure yards or external storage (under building canopies, covered porches etc).

Additional parking for visitors is required at a rate of 1 bicycle parking space per 20 dwellings (or 3 visitor spaces). These can be provided in green space around the site, and 'Sheffield' style stands are typically used. Overall, the bicycle parking space provisions can be satisfied and detailed in subsequent consent stages.

4 SERVICING

Due to the location of the development and internal private road, private rubbish collection is proposed to be adopted. The main internal road (between the RSA access and Melia Place) allows trucks to travel through the site, and major JOALs propose turning heads for trucks. These features will enable rubbish trucks, maintenance vehicles and delivery trucks to visit the site and enter and exit the site in a forward direction. The concept design includes these features and therefore we support the current design moving forward to subsequent consent stages.

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5 ACCESS

As noted, all vehicle access is proposed to occur via existing road connections at Whangaparaoa Road (via Melia Place) and Vipond Road (via RSA access). These will be where pedestrians and vehicles connect to the public road network. All dwelling access will be on internal private roads or JOALs within the site. No reverse manoeuvring onto public roads is required.

The gradients of the private internal road and JOALs are a critical consideration in the proposed design given the topography of the site. Initial studies show that 1:20 gradients can be provided behind parking spaces. Based on Auckland Council GIS contours we anticipate the maximum gradient on the main internal road to be 1:10 (10%) and the maximum gradient on JOALs to be 1:5 (20%) which meets the Unitary Plan maximum gradient requirements (1:5 or 20%). Additional civil engineering studies will be required to confirm these gradients however based on the current layout, we are confident the required gradients can be achieved.

The Unitary Plan also requires a 1:20 safety platform adjacent to the road boundary for 4 m within the site (this would be required at the Melia Place access). Given the private road descends to Melia Place at the end of a cul-de-sac, we do not consider that a safety platform is required. While not providing the safety platform, we recommend visibility splays (to enable drivers and pedestrians to see one another) are provided to mitigate this issue. There is room to accommodate visibility splays and these can be detailed at subsequent consent stages.

The vehicle crossings will be designed to appropriate standards. We have reviewed the site plans to check the acceptability of the vehicle crossing locations with respect to visibility along the private road and JOALs and confirm these positions are acceptable and enable relevant sight distance provisions to be met.

6 RECOMMENDED MITIGATION WORKS

We recommend that the footpath extending from the site to Vipond Road is widened to a minimum of 1.5 m wide through the RSA site.

7 CONCLUSION

Based on the concept design, and the fundamentals of the proposed development in terms of dwelling numbers, proposed parking, servicing and access provisions, we consider the proposed development acceptable and can support the current design moving forward to resource consent and detailed design stage. With the recommended works on the RSA access (detailed in previous section), we do not consider there are any traffic engineering or transport planning reasons why this development should not proceed through the fast-track application process.

Yours Sincerely

Mike Nixon

Principal Transport Consultant

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