

Client Ref: 310205359

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Metlifecare
PO Box 37463
Parnell
Auckland 1151

Attention: Nick Mitchell

Dear Nick

Metlifecare Karori Village
Transport Appraisal for Fast Track Referral Application

This Transport Appraisal is submitted under the Covid-19 Recovery (FastTrack Consenting) Act 2020 (FTCA) as part of an application seeking referral from the Minister for the Environment to fast track the resource consent application to redevelop the site at 29 Messines Road in Karori for the purpose of revitalising a Metlifecare retirement village.

This Appraisal provides a high-level account of the essential transportation needs and outcomes of the proposed retirement village development.

1.0 Introduction

The village site currently operates as the Metlifecare Karori Village, with access achieved via a pair of driveways to Messines Road – a northern entry-only and a southern exit-only.

The existing village sits within a well-established generally residential area, and is proposed to be fully redeveloped to present a modern independent living and care offering to a larger population of residents.

The two established driveways will be closed and replaced with a main access proposed near the existing northern entry-only driveway, and a pair of entry / exit driveways providing for drop-offs and pick-ups to the care building entrance.

At this early stage of the application process, our traffic considerations have had a focus on the matter of site access, and have been informed by site visits and measurements specific to informing the form and position of access for the redeveloped site.

2.0 Existing Transport Environment

Messines Road is a 'local road' in the Karori suburb, and has a primary function of providing access to residential properties. It is also a bus route, with bus stops and shelters positioned immediately in front of the site, on both sides of the road. Village staff, residents and their visitors therefore have access to immediate passenger transport services should they need or wish to travel by bus, as is the choice with the existing village.

Messines Road follows a changing horizontal and vertical alignment as it passes across the frontage of the village site. This has been a fundamental consideration when determining the access locations, as set out further at Section 4.0 of this report.

There are footpaths on both sides of the road, providing a good walking environment to and from the site.

3.0 The Village Proposal

The proposed development is shown by the series of plans and perspectives prepared by DesignGroup Stapleton Elliott architects. The image below is taken from the Location Plan.



A full independent living and comprehensive care village is proposed. The four main buildings coloured white in the above plan provide for a possible yield of approximately 55 care units and 80 independent living units, totalling 135 units.

This compares with the existing Village that has 88 care units and 14 independent living units, totaling 102 units.

This gives a net increase of 33 village units.

As referred to earlier, the main vehicle access for the new village is proposed from Messines Road, near to the location of the existing entry-only driveway. From here, access is available to a drop-off area in front of the amenities building, to 24 surface parks for staff and visitors to the care units, and to 80 basement parks for residents. An additional 3 parks for visitors are accessed from the secondary drop-off to the care building. This scale of on-site parking is proposed so that the village is self-sufficient in terms of meeting resident, visitor and staff parking demands, without a need to rely on street parking.

4.0 Site Access

Given the constraints of the alignment of Messines Road described above, we have provided particular advice to Metlifecare regarding options to locate safe accesses.

Having discounted previous option locations based on traffic safety grounds, we have identified and approved the locations shown in the above plan. The main access is to be located about 10m away from the existing entry-only driveway.

This location has been arrived at with particular attention given to driver sightlines to ensure drivers can safely enter and exit the site. As shown in the photograph below, the view for southbound drivers as they approach the village from the north is restricted by the vertical curve in Messines Road.



This has required the new main driveway to be located as close as possible to the existing entry-only driveway, from where sightlines for exiting drivers will be as generally depicted in the following photograph.



For the pair of entry / exit driveways, these are to be located near the brow of the hill, with the position of the exit driveway reflecting the position of the existing southern exit-only driveway.

In the access locations proposed, safe driver sightline standards can be met.

5.0 Traffic Volumes

Currently, the site has an existing residential village activity that generates traffic.

Available industry research of traffic generation rates for retirement villages indicates that independent living units generate traffic at about the same rate as care units, at an average rate of around 3 vehicle movements per unit per day, although the generators in each instance are quite different. That is, independent units generate traffic mostly by residents and some visitors, while care units generate their traffic from staff and visitor movements.

Applying the average rate of 3 trips to the 33 net additional units gives a net daily traffic generation increase of 99 (say 100) movements. This would likely involve between 10 and 15 additional movements per hour compared to the traffic generated by the existing village.

This level of additional traffic is not significant and would not give rise to impacts beyond the site that require mitigation.

6.0 Scope of Future Transport Assessment to Support the FTCA Resource Consent Application

For the fuller FTCA resource consent application to follow (assuming the referral is successful), the further transport assessment of the proposal can be expected to be informed by a detailed performance and safety analysis of the main access point, to confirm operational and safety outcomes.

No wider traffic analysis or modelling is deemed necessary given the small scale of additional traffic anticipated to be generated by the new village development compared with the existing village activity.

Furthermore, cycle storage and e-chargers for cars and bikes will be considered further at the FTCA resource consent stage and appropriate design allowances made during the concept design phase. The resulting provisions and future-proofing will align with contributing to New Zealand's efforts to mitigate climate change and transition more quickly to a low-emissions economy, as sought by Section 19(d)(vii) of the FTCA.

7.0 Conclusion

Provision of safe and appropriate access has been fundamental to confirming a new layout for the proposed village redevelopment. The preferred access locations have been determined accordingly.

The scale and effects of additional traffic activity generated by redevelopment of the Metlifecare Karori Village for a redeveloped Metlifecare village will be small, and it is not expected that any transport effects warranting mitigation would be triggered by the traffic additions.

Yours sincerely



Mark Georgeson
Operations Leader, Transportation
Stantec New Zealand