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6 April 2021

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Dear Andrew

1 SELFS ROAD, PAPATOETOE – FAST-TRACK APPLICATION MEMORANDUM

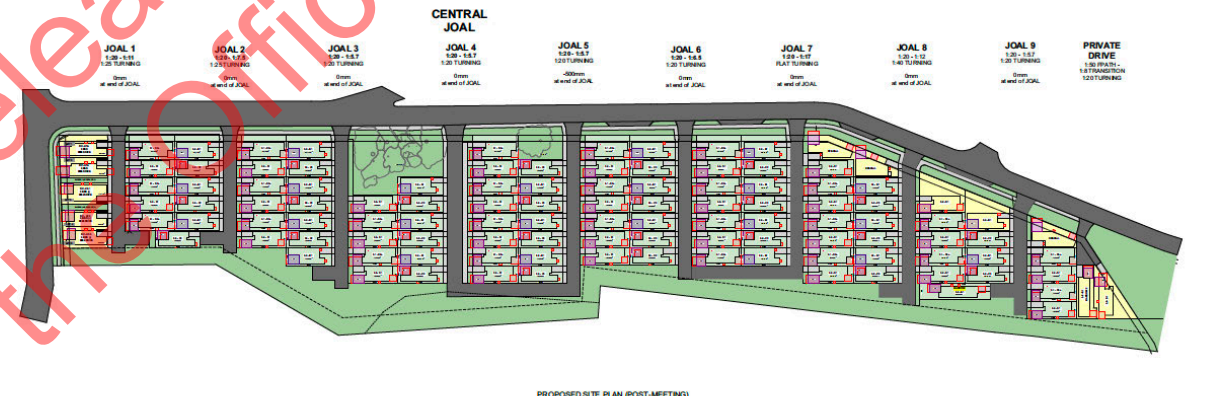
Further to your instruction, we are pleased to provide this memorandum outlining our initial review comments for the proposed residential development at 1 Sels Road in Papatoetoe.

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 120 dwellings at 1 Sels Road in Papatoetoe. All dwellings will gain vehicle access via Joint Owned Access Lanes (JOALs) on Sels Road (the lower hierarchy road of the two road frontages). There will be no vehicle access onto Portage Road (the main collector road fronting the northern end of the site). Figure 1 shows the proposed layout.

Figure 1: Proposed Layout



2 TRAFFIC GENERATION AND EFFECTS

The nearest 'major' intersection to the proposed development is the Portage Road/ Selfs Road intersection and it has been analysed to assess the traffic generation effects of the proposed development.

Surveys of the intersection were undertaken on 10 March 2021 to understand existing traffic volumes. In terms of traffic generated by the proposed development, some 120 dwellings are proposed and are estimated to generate approximately 78 vehicle movements per hour¹ (this includes inbound and outbound movements), and 780 vehicle movements per day.

We have undertaken preliminary analysis of the intersection during the morning and evening commuter peak hours, both with and without development traffic. The intersection continues to operate well with development traffic added, and no further upgrades to the existing intersection are considered necessary, apart from some minor line marking to remove on-street parking (No Stopping At All Times or 'NSAAT' markings). These marking changes are commonly required and would be approved via separate Auckland Transport processes should consent be approved.

3 PARKING

As noted, the development proposes some 120 dwellings. Each dwelling will be supported by a minimum of one parking space as per Unitary Plan rules ('Residential – Mixed Housing Suburban Zone' for dwellings with 2 or more bedrooms). 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 6 visitor spaces). These can be provided in green space around the suite, 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 length of the JOALs, private rubbish collection is likely to be adopted. All JOALs propose turning heads for trucks, or the ability for trucks to connect to neighbouring JOALs. 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.

¹ 'Medium density residential flat building' rate as per RTA Guide. This is considered appropriate given housing typologies and proposed parking provisions on site (one space per dwelling).

5 ACCESS

As noted, all vehicle access is proposed to occur on Selfs Road with 10 JOALs provided. All but the eastern-most JOAL will be two-way with localised narrowing inside the site (where possible) to act as traffic calming/ rain gardens. The eastern-most JOAL only serves two dwellings and is therefore only a one-way crossing. The JOAL designs will enable sufficient manoeuvring area for proposed parking pads, and importantly, enable all vehicles to enter and exit the site in a forward direction. No reverse manoeuvring onto Selfs Road is required.

The gradients of the JOALs are a critical consideration in the proposed design given the relatively steep topography of the site. Initial studies show that 1:20 gradients can be provided behind parking pads with steeper sections in between. The maximum gradients on the steepest JOALs are 1:5.7 (17.5%) which meets both the Unitary Plan maximum gradient requirements (1:5 or 20%), and maximum transition requirements between adjacent grades (1:8 or 12.5% - the maximum gradient between the 17.5% steeper section and 5% parking pad section is 12.5%). We confirm that the proposed gradients are acceptable.

The Unitary Plan also requires a 1:20 safety platform adjacent to the road boundary for 4 m within the site. Given the road berm slopes more than this in most locations, we do not consider the safety platform to offer any advantages as vehicles will naturally wait closer to the road (on the berm areas) rather than within the site where the 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 relevant AT standards. We have visited the site to check the acceptability of the vehicle crossing locations with respect to visibility along Selfs Road and confirm these positions are acceptable and enable relevant sight distance provisions to be met.

6 RECOMMENDED WORKS ON SELFS ROAD

Selfs Road does not currently provide a footpath facility fronting the site. Given the increase in residents, and the pedestrian movement enabled by the development, we recommend a footpath is provided along the Selfs Road frontage connecting to existing facilities on Portage Road. This should be a minimum of 1.8 m wide in accordance with AT standards. We confirm this can be accommodated within the existing road reserve.

The development is also likely to increase on-street parking demand as a result of visitor parking demands and to a lesser extent, resident parking demands (second vehicles etc). In the absence of time limited or paid parking, this will inevitably occur despite the minimum Unitary Plan on-site parking requirements. Additional parking can be accommodated in front of the site within the existing Selfs Road formed carriageway north of the school access, however it is recommended that indented parking bays are constructed on Selfs Road in front of the site south of the school access (due to the narrower carriageway at this location). There is sufficient road reserve to accommodate indented parking and the footpath requirements within road reserve.

In addition to the above, some NSAAT markings may be required on the site frontage to enable visibility requirements from JOAL vehicle crossings to be achieved. This can be detailed at subsequent consent stages if necessary.

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 stage. With the recommended works on Sels Road (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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