PROPOSED RETIREMENT VILLAGE DEVELOPMENT

1092 COATESVILLE-RIVERHEAD HIGHWAY
RIVERHEAD, 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 a retirement village and related development at 1092 Coatesville- Riverhead Highway in Riverhead, Auckland.

My name is Keith Bell and I am a senior associate and the technical director of traffic engineering 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

- 264 apartments will be provided within nine separate buildings, with a range of bedroom typologies. Each apartment building will be provided with basement parking.
- 158 two-bedroom villas. Each villa will have garage parking and additional visitor parking.
- A care home will have 24 dementia room and 48 care rooms. The care home will be provided with basement parking.
- A childcare facility will accommodate 100 children. Parking will be provided for staff and drop-off purposes.
- An administration building will include a small medical centre and convenience retail that will be available for village residents and residents from the local area. The administration building will be provided with basement parking.
- A café will be provided for village residents and public use.

2.1 The Surrounding Road Environment

The site currently has road frontage to Riverhead Road, Coatesville-Riverhead Highway and Cambridge Road. Coatesville-Riverhead highway and Riverhead Road are arterial roads that are used as through routes between local centres and have a highway/rural road configuration.

The development proposal includes the 'urbanisation' of these roads, and particularly Riverhead Road which currently has open culverts on each side and no kerbing or footpaths.

This urbanisation will include the reduction in speed restrictions, turning lanes for property access, kerbing, footpaths, off road cycle facilities and landscaping, all of which will provide a low speed, urban road environment.

It is noted that there is a proposal to change the zoning of the land surrounding the subject site to enable future residential and mixed-use development, that is being pursued by a group of landowners in the area, including Matvin Group.

This proposed zoning change includes the 'urbanisation' of the road network surrounding the site and improving connectivity in the area for vehicles, pedestrians, and cyclists.

This proposed zoning change process will run concurrently with the application for the development of the subject site.

The development of the subject site is not reliant on the outcome of the proposed rezoning from a traffic perspective, as it is intended to urbanise the road environment in the vicinity of the site irrespective of the outcomes of the proposed rezoning.

The development will be undertaken in stages, starting with the retirement villas at the northern end of the site and generally moving in a southerly direction, with the final stages of development being located adjacent to the Riverhead Road frontage of the site.

The first stages of development will have vehicle connections to Cambridge Road, a local road that extends along the eastern frontage of the site and connects to the wider network to the north.

On this basis, the urbanisation of Riverhead Road will not be necessary until the later stages of the development, with the trigger for this improvement work being when the right turn facility is required to accommodate turning movements into the site.

2.2 Vehicle Access

As discussed above, the first stages of development will have vehicle connections to Cambridge Road, a local road that extends along the eastern frontage of the site and connects to the wider network to the north.

However, when the development is fully operational , the main vehicle access to the site will be via a connection to Riverhead Road. There will be other minor connections, however the significant majority of traffic movements to and from the site are intended to occur via the Riverhead Road access.

The urbanisation of Riverhead Road, including the provision of a right turn facility, will enable safe and efficient access to the site.

The roading network within the site will be designed to provide a low-speed environment that is suitable for the village residents, with gentle gradients, a user-friendly footpath network and minimal kerbing to reduce tripping hazards.

2.3 Parking

Sufficient parking will be provided across the site for all activities, with the quantum of parking provided, meeting the requirements of the Auckland Unitary Plan and accommodating the demands of the development, so that no overflow parking will occur to neighbouring streets.

Parking will be provided at-grade, in garages and within basement parking areas. The parking and associated access and manoeuvring will be designed to be suitable for the specific user.

Parking will be easy to use, accessible for the less mobile, and will meet or exceed the dimensional requirements of the Auckland Unitary Plan.

Cycle parking will be provided, with these cycle facilities predominately p ovided for staff and visitors, and the small commercial offerings located within the development.

Additional areas will also be provided in the basement parking areas for mobility scooters.

2.4 Pedestrian Amenity

A comprehensive network of pedestrian paths will be provided within the village that will be designed so that it is suitable for the intended users.

These pedestrian paths will provide direct connections between residential dwellings and the administration building, village amenities and commercial activities within the village.

This network of pedestrian paths will extend beyond the site, with the future urbanisation of the roads surrounding the site providing opportunities to extend the network further afield.

2.5 Traffic Generation

Retirement villages have very different traffi peak periods to other residential activities, as they do not generate significant traffic movem nts in the commute peak periods.

This is due to retirement village residents choosing not to travel during commuter peak times, and instead travelling in quieter times throughout the day.

The chil -care activity w ll be the only significant generator of traffic movements during the peak periods with children generally being dropped off and collected during peak times.

The retirement vi lage and childcare activities are considered to be an ideal pairing from a traffic generating perspective as they have very different vehicle movement profiles with peak movements occurring at different times of the day and week for each activity.

It is also expected that the café and small retail tenancies will largely be used by village residents and visitors and potentially by parents/care givers dropping off or collecting children. On this basis, there is expected to be minimal additional vehicle trips generated by these activities.

On this basis, the development is not expected to result in any issues occurring at the site accesses or on the surrounding street network.

3 Potential Risks

The design of the development is considered to be suitable for the intended 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.

This is not considered to be a material risk to the project as favourable discussions with Auckland Transport have already occurred and will continue to occur throughout the design and application process.

Please contact me if you require further information.

Yours faithfully
TRAFFIC ENGINEERING & MANAGEMENT LTD

Keith Bell
Senior Associate