

25 October 2021

Feitong Chen  
Civix Limited

By Email s 9(2)(a)

Dear Feitong,

## *45 WAIMARIE STREET & 819 RIDDELL ROAD, GLENDOWIE – PRELIMINARY – TRANSPORT*

I can provide the following preliminary advice regarding the proposed residential development at 45 Waimarie Street and 819 Riddell Road, Glendowie. A copy of the general site layout has been enclosed and is anticipated to involve of 58 residential units across the site with 58 parking spaces provided via one vehicle crossing onto Riddell Road. Pedestrian links to the public footpath network will be provided onto both Waimarie Street and Riddell Road.

The concept plan has been developed with my input and alongside other professionals and I consider that this will have a successful transport outcome that will integrate well in the surrounding road network.

In terms of the relevant transport provisions within the Auckland Unitary Plan the E27 Transport standards and E38 Subdivision standards are relevant for this assessment.

### Trip Generation & Effects

The Roads and Traffic Authority (RTA), New South Wales – 'Guide to Traffic Generating Developments' publication provides an average trip rate of 11 daily person-trips per dwelling. This is an appropriate and commonly used reference guide in Auckland, given the similarities between Auckland and NSW.

When assessing trip generation and mode share, the provision of different transport facilities will affect trip generation and mode split. If a frequent and efficient public transport service is provided for example, the proportion of public transport trips is likely to be higher with a corresponding lower proportion of private vehicle trips. Also, if a development provides limited parking, the use of other modes is likely to be higher.

Considering the surrounding land use activities and accessibility for active modes and public transport the following mode shares and daily trips are anticipated for the proposed development:

Mode	Predicted Share	Average Trips per day per dwelling	Total Predicted Trips
Walking	20%	2.2	128
Bicycle	15%	1.65	96
Public Transport	10%	1.1	64
Private Car	55%	6.05	351

Auckland Office:  
P O Box 60-255, Titirangi, Auckland 0642  
Level 1, 400 Titirangi Road, Titirangi Village  
Tel: (09) 817 2500  
Fax: (09) 817 2504  
www.trafficplanning.co.nz

Based on these rates, the proposal will generate approximately up to 35 vehicle trips per hour during the peak commute hours. These additional movements result in negligible changes to the operation of both intersections and therefore the effects of the development are considered acceptable

### Access

The single vehicle crossing for the proposal will be provided with a width suitable for two-way traffic flow and consistent with the E27 standards.

Within the site, the accessway will be provided as a slow speed environment with generally two-way flow possible from Riddell Road. Vehicle circulation within the site is provided with a one-way loop road ensuring all vehicles can enter and leave the site in a forward direction. The design and layout of the vehicle access areas is also considered consistent with the E27 standards.

Pedestrian access throughout the site is provided with a separated footpath connection dwellings and the public footpath network on both Riddell Road and Waimarie Street. Under E38, a 1.0-metre-wide pedestrian footpath is required to serve rear units and can be provided as part of a formed accessway.

The access will be formed with a gradient no steeper than 1 in 8 (20%) and will have a platform 4.0 metres in length from the site boundary, with a grade no steeper than 1 in 20 (5%). The AUP requires that the maximum gradient along the vehicle access shall not exceed 1 in 5 (20%) for residential activity, and the maximum gradient for the platform adjoining the road boundary shall not exceed 1 in 20 (5%) for a minimum distance of 4.0 metres. Therefore, the proposed gradient through the site meets the E27 standard.

### Parking

Each dwelling will be supported by a minimum of one parking space as per E27 standards. 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 garage, internal dwelling storage, secure yards or external storage. 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 open space around the site. Overall, the bicycle parking space provisions can be satisfied and detailed in subsequent applications.

### Servicing

The proposal is expected to be serviced predominantly by trucks collecting refuse on a regular basis and to a lesser extent by trucks shifting furniture to and from the residential dwellings or making other deliveries.

Refuse collection will take place on site by way of private collection. Initial vehicle tracking analysis confirms that trucks can turn around within the site, thereby entering and exiting the site in a forward direction.

Refuse and delivery trucks will be required to park temporarily along the accessway, when carrying out deliveries. As most truck visits occur during periods outside of peak hours, on-site traffic flow is expected to be minimal, thereby having little to no impact.

Overall, it is considered that the design is adequate to meet the needs of the truck activity associated with the new residential development.

#### Auckland Council Engagement

Whilst I expect Auckland Council (and Auckland Transport) to be generally supportive of the proposal, we anticipate some matters to be raised and additional assessment and infrastructure may be requested. We will engage further with AT to discuss these matters. I trust that the above provides sufficient information. However, should you have any further queries in relation to the above, we would be happy discuss further if needed.

Yours faithfully  
TRAFFIC PLANNING CONSULTANTS LTD



Todd Langwell  
Director

Attachment 1  
Concept Masterplan

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the Official Information Act 1982



Released under the Official Information Act 1982



TYPOLOGY	TOTAL
TYPE A: 3 BED, 2 BATH, 2 LEVEL, GFA: 130m <sup>2</sup>	2 UNITS
TYPE B: 3 BED, 2 BATH, 2 LEVEL, GFA: 106m <sup>2</sup>	2 UNITS
TYPE C: 3 BED, 2 BATH, 2.5 LEVEL, 8m <sup>2</sup> BALCONY, GFA: 87m <sup>2</sup>	11 UNITS
TYPE D: 3 BED, 2 BATH, 2.5 LEVEL, GFA: 95m <sup>2</sup>	10 UNITS
TYPE E: 3 BED, 2 BATH, GARAGE, 2.5 LEVEL, GFA: 118m <sup>2</sup>	12 UNITS
TYPE F: 4 BED, 2 BATH, 3 LEVEL, GFA: 115m <sup>2</sup>	8 UNIT
TYPE G: 4 BED, 2.5 BATH, 2.5 LEVEL, GFA: 92m <sup>2</sup>	5 UNIT
TYPE H: 4 BED, 3 BATH, GARAGE, 10m <sup>2</sup> BALCONY, GFA: 145m <sup>2</sup>	6 UNITS
TYPE I: 4 BED, 1.5 BATH, 2 LEVEL, GFA: 70m <sup>2</sup>	2 UNITS

**TOTAL:** 58 UNITS  
**CAR PARKS:** 35 CAR PARKS  
**GARAGES:** 20 GARAGES  
**TOTAL DEVELOPMENT GFA:** 6,185m<sup>2</sup>  
**BUILDING COVERAGE:** 2,355m<sup>2</sup> (34% COVERAGE)



Not For Pricing  
BULK AND LOCATION



PROPOSED SITE PLAN

45 Waimara St & 119 Ridgell Rd  
26/09/2021  
Job # 2459  
Scheme J

SK-01