

<b>REPORT TO:</b>	Emma McLean [16/6/22]	<b>CC:</b>	
<b>FROM:</b>	David K. Wanty, Wanty Transportation Consultancy; CPEng, M.ITE		
<b>RM200084:</b>	758 & 760 High St Boulcott – 48 unit retirement CRD		
<b>ISSUE DATE:</b>	19/6/2022	<b>REVISED:</b>	<b>SITE VISIT(S):</b>

## 1. Background

This Application is for a 48 unit retirement development on a trapezoidal site, following a Pre-Application in July 2021. A 6 m gated access with central carparking is proposed. The following documents were provided:

- Application - Ropata Village 78p; Urban Edge, 25/3/2022
- Appendix B – 1 – Plans – Architectural 10p, jerram, tocker + barron, undated (25/3/22 ?)
- Appendix B – 1 – Plans – Sections & Elevations 4p, jerram, tocker + barron, undated (16/2/22 ?)
- Appendix B – 1 – Plans – 3D Views 4p, jerram, tocker + barron, undated (28/1/22 ?)
- Appendix D – Landscape Plans 21p; Urban Edge, 24/3/2022
- Appendix F – Traffic Impact Assessment 33p; Luke Benner, 5/11/2021 (incl. 11 tracking attachments)

Site & floor plans are reproduced below (plus cross-sections but no elevation from High St shown).



## 2. Traffic and Safety review

### 2.1. Main Access

Two inward opening nominal 5 m combined gates within a 6 m access alongside boundary landscaping strip is proposed. The vehicle gates keypad is not shown but will presumably be on the right when entering; along with the control loops for auto exiting (and any exit control pad) these should be noted on the plans and mentioned in the Application documents. The pedestrian sight visibility triangle is not met and needs to be. Pedestrian access (and gate) is separated from the driveway access beside the “Bins/Waste” screened area.

The plans do not show any roadmarking changes (dashed yellow lines) as a result of the proposed access and closure of existing crossings.

### 2.2. Parking

Three 5.0x2.5 m right angle parking spaces are provided opposite the access for which tracking curves were not provided as it was stated “*vehicle access here being less constrained*” – this is the case for forward entry but not for reversing exit so should be provided. Consistent with AS/NZS2890.1 end space 1 should ideally be

widened to better facilitate reversing back. By showing the manoeuvring paths a kerb extension to the landscaping strip could be considered for a tree planting (the dual vehicle tracking for entry exit seems too conservative but would need to be taken into account).

Within the central area 11 spaces are shown of which space 10 is marked as accessible but in reality so could space 11, noting that the dimensions do not match with that shown. The spaces are 5.0x2.5 with a 7.0 m aisle and 1.5 m blind aisle extension (no end space widening). The TIA states that of the 14 spaces in total, 2 will be dedicated to staff, 2 for visitors, 8 spaces for lease by tenants, and 1 dedicated electric vehicle carpark (*"An electric vehicle (EV) will be purchased as part of the development of the proposed Retirement Village. The EV will operate under a car share scheme for residents of the village."*). Plus presumably 1 accessible.

The EV space is not indicated and it more be logical for the charging unit to be set up for two spaces, one either side as is normal practice. The charging unit should be shown to ensure that there would remain sufficient footpath space for the adjacent footpath to be an accessible ramp – the ramp for the accessible space should also be shown and wheel stops to prevent overhang onto the footpath by the lounge/lobby. The AEE says that *"A maximum of five staff are expected to be onsite at any one time"*. It might be more sensible that the 3 spaces opposite the access are dedicated for staff, including the nighttime duty manager (possibly shared space with the café manager if operating times are compatible), noting the on-street parking in front of the existing site is time restricted.

With the two landscaping strips within the central carparking proposed, if these were not needed an additional space could be provided on the southern side (to increase it from six to seven spaces) and remove the inconvenience of landscaping between the spaces which would especially affect the elderly. No "set-down/pick-up" space is provided as would likely be most useful for the number of units for the elderly without any dedicated parking – provision of such a (P5/Taxi/Uber) space is recommended.

While the TIA makes no mention the plans show two "Scooter Parking" areas and the AEE states that "motor scooting parking" is provided. Presumably this is meant to be "mobility scooter parking", and hopefully there will be charging facilities provided (unstated). No visitor bicycle or scooter parking is provided for younger visitors such as grandchildren (or for the staff even though not required).

### 2.3. Turning area and Pool, gym and café private facilities

No turning area is shown as is required. It is suggested that (kerbed) area next to the accessible space could be marked to be kept clear so that a visitor could reverse into it (provided the proposed tree was relocated) to exit in the forward direction. There is no mention in the TIA or AEE regarding servicing of the pool, gym and café. The "Private Courtyard" has much planting (more in the landscape plan than in the Site Plan) so it is unclear how supplies of pool chemicals etc (and new/repaired gym gear) are safely delivered on-site with no loading or turning area.



With respect to delivery of café supplies, this could presumably be on-street if there was a suitable loading zone (but the District Plan does not permit this dependence) or internal given that most supplies would likely be by a light vehicle with a short delivery time (could use the recommended P5 space).

### 2.4. Traffic and On-street parking effects; Other aspects

In accordance with Council practice, the effects of additional traffic & on-street car parking for developments which are not high traffic generators is not considered as part of this transport review.

The proposal is for rubbish/recycling trucks to reverse from High Street to the "Bins/Waste" area which while not ideal, is considered tolerable. As shown however the rubbish truck would completely block the footpath while loading so the area needs some redesign so that this need not occur (gates further from the footpath).

### 2.5. June 19, 2022 conclusion

The main non-compliance is the lack of a turning area. A "set-down/pick-up" parking space is recommended and consideration of servicing of the pool, and revision of the parking area & dedicated (show which) spaces. The control mechanisms for the access gates need showing (& EV charging unit). Show roadmarking changes. Ensure that the pedestrian sight visibility triangle is met (lower end of fence as need be). Redesign bin area.

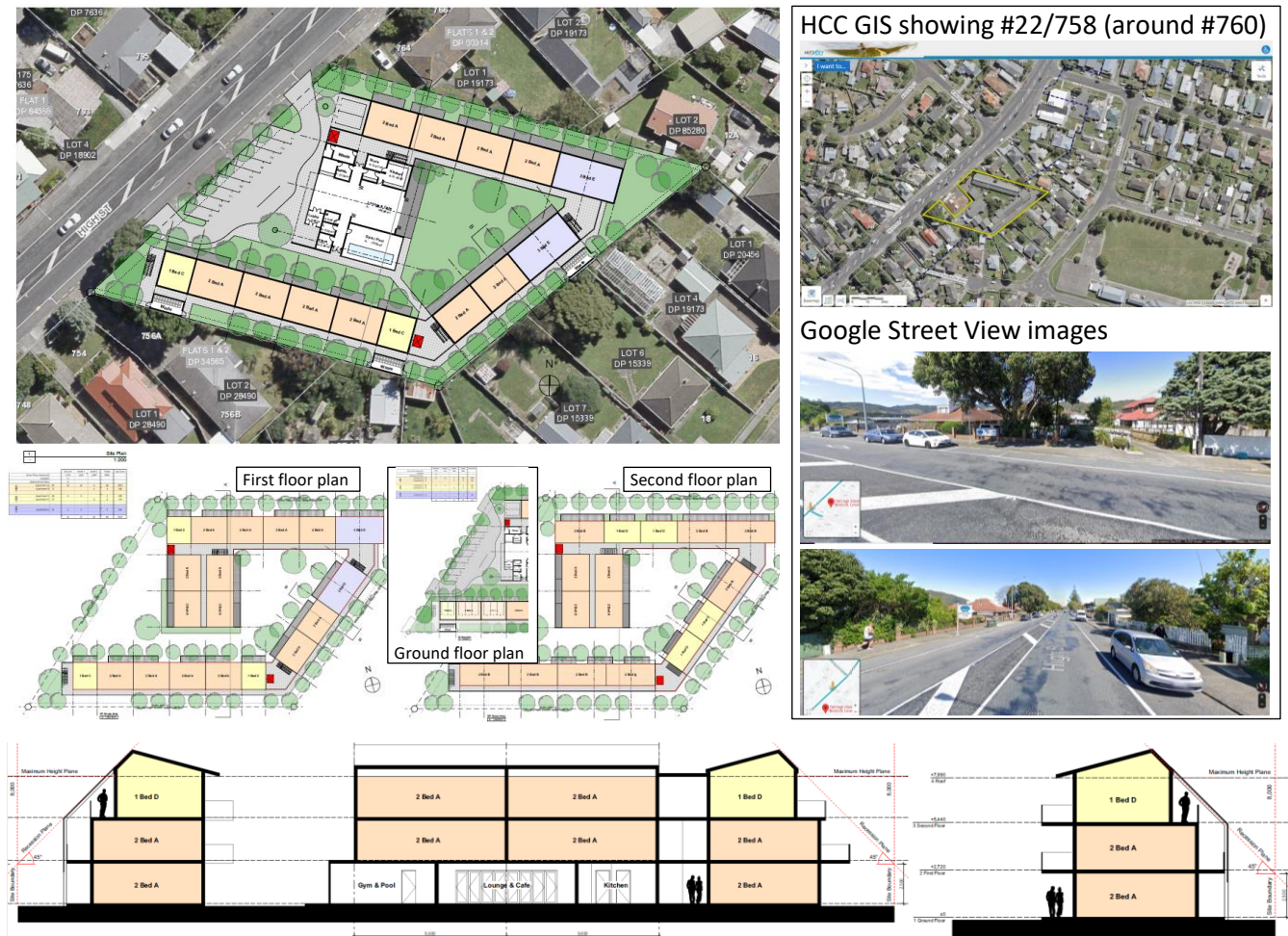
<b>REPORT TO:</b>	Peter McDonald [30/7/21]	<b>CC:</b>
<b>FROM:</b>	David K. Wanty, Wanty Transportation Consultancy; CPEng, M.ITE	
<b>PreApp:</b>	758 & 760 High St Boulcott - Ropata (Lodge) Village	
<b>ISSUE DATE:</b>	30/7/2021	<b>REVISED:</b>
		<b>SITE VISIT(S):</b>

## 1. Background

This Pre-Application is for a multi residential unit development on a trapezoidal site. A 3.0 m access serving the four internal single garages is proposed. The following documents were provided:

- Ropata Village - 210712 Preliminary WIP Issue Op 02 5p; jerram, tocker + barron architects (undated)

Site & floor plans are reproduced below (plus cross-sections but no elevation from High St shown).



## 2. Traffic and Safety review

The Council assigned planner requested “provide some high-level traffic feedback on their initial access and parking layout”.

### 2.1. Site layout

Firstly the site layout is unclear in that the site plan differs from the ground floor plan on the southern side where 2+3+3 parking spaces are shown but no access to them, whereas on the northern side two spaces are shown in both plans with a tree centrally in front with no access clearly shown although potentially could be.

However from the Table in the plans, it would appear that the former 8 carparks are optional, while the latter two are included in the 11 provided for the 49 apartments in total, plus the central common block housing a lounge & café, gym/pool, kitchen, admin room, mens & ladies, two stores, waste room and lobby.

## 2.2. Access

A southbound one-way arrangement with entry and exit accesses is proposed. The angled accesses are 3.5/3.6 wide at their narrowest and 5.7/5.8 m wide along the site boundary. There is an approx. 2.5 m wide footpath between the boundary and the road kerb. The exit access should be widened to enable a car to exit left when a car is waiting to turn right out onto busy High Street (between Kingston St and Thornycroft Ave).

I opine that between the accesses (approx. 31 m) Council will re-mark P180 on-street parking (4-5 spaces), as well as north of the entrance and south of the exit. On-street parking by the exit will hinder sight visibility when exiting from it and the potential new 3 spaces to the south (17 m to the adjoining driveway) could hinder sight visibility for the neighbouring driveway(s) – however the marking of dashed yellow no stopping lines is a matter for Council to consult and decide upon. The plans should show suggested on-street changes.

The plans do not show any fencing along the front (but presumably should do). The fencing near the exit within the 2.5x2.0 m site visibility triangles should be no more than 1.0 m high.

In terms of pedestrian access, there appears to be a very short 1 m wide footpath beside the entry and a longer 1 m wide footpath by the exit with nominal 1.5 m wide footpaths internally elsewhere. The entry and exit footpaths should also be at least 1.5 m wide and I suggest at least 2 metres wide by the northern entry to assist aforementioned sight visibility. The rectangular structure shown in red (what is it?) appears to block pedestrian access between the central block and the northern apartment block and where space is critical.

## 2.3. Parking layout

The main 60 degree angled parking area has 9 spaces marked as 5.0 m (4.6 m) long and minimum 2.4 m wide with an approx. 4.6 m wide aisle. For 5.4 m long spaces the latter relates to 2.5 m wide bays which are preferable. Widening to 2.5 m can be readily achieved and the bay width needs widening to approx. 4.9 m minimum. This will adversely affect the footpath width by space 1 for which B85 tracking should be checked. I note that the proposed 5 trees do not coincide with the triangle centroids and the fence is not shown but should be (its width means that the parking aisle needs slight widening).

It appears that a pick-up/set-down 3 m wide bay is proposed; I opine that lengthening it by 1+ metres would assist two light vehicles using it simultaneously – one half could be marked for taxi/Uber if so desired.

With respect to the additional two northern spaces shown as 5.0 x 2.5 m, reversing back out of the northern one may mean reversing onto the public footpath slightly – the nearby area (larger than the pedestrian sight visibility triangle because of the angled entry) should be view from obstructing the driver's view, and the tree by the spaces removed so that the reversing driver need not have to reverse out onto the footpath.

Visitor bike/micro-mobility stands could be shown near the central block, and secure & convenient bicycle parking provided for the units.

## 2.4. Optional carparks

The optional spaces are orientated implying access from the south. Their offset from the southern boundary is just sufficient to enable a parking aisle running alongside the boundary fence and two-way access using the existing crossing (the waste wheelie bin storage area would have to be relocated). The existing crossing would need to be widened to the north and possibly a new crossing constructed with nominal 1 m separation from the neighbouring #756A crossing (currently combined), noting also that there is a service utility and angling the access to be more perpendicular would look better.

The access would need to be at least 5.0 m wide west of the Apartment blocks and ideally around 6 m wide at the road end; being a blind aisle it would need to extend past space 8 in order to provide reversing space out of space 8. However the ability to turnaround should also be provided to ensure that all cars can exit in the forwards direction so one of the eight spaces will likely need to be dispensed with and kept clear for turning (so show all walls and columns in the turning paths to be provided with an application).

I opine that use of the parking aisle by pedestrians (shared space) would be tolerable; I suggest a footpath linkage to the exit footpath be provided between the end of the block and the external steps (with gap to the building end?) by the presumably existing tree to be retained.

## 2.5. Other aspects

There does not appear to be room for showers in the central block not only for use by residents after exercising at the gym/pool but also potentially for staff who bike or visitors who bike, noting Council's policy to encourage cycling. The lobby corner seems somewhat unusual and I surmise could be redesigned to facilitate inclusion of showers and/or secure resident parking storage (if not in a separate large shed).

An area for rubbish collection is needed in accordance with 14A Transport standard 5 (c) which states  
For residential developments of 20 or more dwelling houses, an onsite loading facility must be provided for rubbish collection vehicles. For the purpose of determining the design of the loading facility (under Standard 5(b)), the minimum design vehicle for the loading facility is a Small Rigid Vehicle [SRV, 6.4 m long]

Usually a collection area is shown on the plan which I suggest could be by the exit driveway and end of the recessed layby which could be used by the refuse truck.

Consideration of emergency Fire Service access to the rear should be given and discussed in any Application.

All proposed landscaping should not constitute a potential tripping hazard to pedestrians, and the disabled and elderly should be considered in the parking and pedestrian arrangements.