

Emma Bean

From: Billy Rodenburg <BRodenburg@tonkintaylor.co.nz>
Sent: Tuesday, 20 July 2021 4:34 pm
To: Tom Anderson; Yolanda Morgan
Cc: Ryan Dunn; Neil Trotter; Hannah McCashin
Subject: RE: RM210149 2 Marine Parade, Paraparaumu - Information for Transport Review

Hi Tom,

We have been through the documents and identified a number of questions. Planning questions;

- The Maclean Street carpark is zoned open space. Could there be a scenario where this site is developed in the future without any consideration of the parking provision for the beach?
- Is there any potential for future land use intensification within the Beach Town Centre that KCDC are looking at that should also be considered in the context of this application?
- Given the Island tours are an existing activity, how much should we be considering the impact of parking from the island tours as part of this application for a visitors centre?

We also identified the following questions for the applicant. Hopefully the format is relatively easy for you to consolidate. Happy to discuss if you have any comments or thoughts on any of our questions.

Planning

- 1 The Objectives contained within Chapter 2.14 Access and Transport of the DP outline the requirement to improve the efficiency of travel and maximise mode choice to enable people to act sustainably. The TIA has identified public transport services and stops in close proximity to the visitor centre, concluding that public transport accessibility to the site is good. However the report has assumed that all travel to the site will be via private vehicle and not identified the likely proportion of visitors that may choose public transport access to the visitor centre, how that may be increased, and the likely resulting effect on parking demand that will result.
- 2 Please comment on the potential linkages or impacts of the proposal on the cycling routes/facilities identified in the KCDC CWB strategy and Wellington Regional Trails site.

Safety

- 3 Crash data is reported in Section 3.2 of the TIA up to 2019 only. Have any further crashes been reported during 2020 and 2021 and do these change the assessment?
- 4 Please provide comment on the crash history adjacent to the proposed Golf Course and Maclean Street carpark entrances.

- 5 The application notes that the existing golf club access is only 5.5m wide. Please provide additional information that shows provision for pedestrian access, two way vehicle traffic and shy line offset from the adjacent wall within the 5.5m wide access.
- 6 Page 30 in the consent application states that there are no minimum sight distance requirements. However, this is a non-complying activity and as such enables us to consider any appropriate effects, including safety effects. The Council has adopted NZS4404 as minimum engineering standards it will accept. Paragraph 3.3.2 of NZS4404 identifies that on “collector/connector and arterial roads, sight distance criteria at intersections, as well as stopping, overtaking, on curves, and to avoid obstructions should be applied in accordance with Austroads or NZTA guidelines”. This assessment has been undertaken in the TIA and should be assessed accordingly in Table 1.
- 7 What is the design speed for the parking areas, and how will this be reinforced through design elements?
- 8 Figure 4.1 in the TIA shows the existing pedestrian refuge island on Marine Parade is relocated, however Drawing RC-L1.01 in Appendix 8 of the AEE shows the pedestrian refuge as new. Please confirm what is planned for the existing pedestrian refuge.
- 9 Section 6.1.1 of the TIA suggests safety improvements for the Golf Course parking area entry/exit, specifically removing an on-street parking space and providing a small speed hump. Please confirm whether or not these improvements are included in the proposal. Specifically;
- i The provision of compliant sight distance from the golf club car park accesses rely on the removal of on-street car park spaces that require approval of a resolution through Council. Can the applicant rely on this separate process to mitigate an effect?
 - ii Is a speed hump to be provided at the driveway access, where is it located and how does it interact with the existing speed hump
 - iii How will pedestrians be provided for through the carparks in the golf course parking?
 - iv Is signage proposed, not shown on plans.

Marine Parade carpark

- 10 The parking assessment provided in the TIA does not provide actual parking demand during peak summer periods. Please provide further information to demonstrate what the peak parking demand is during peak summer periods.
- 11 Section 2.2 of the consent application describes that there are 31 spaces in the ‘Marine Parade’ carpark’. Appendix C in the TIA shows 32 parking spaces, and our own assessment shows 33 spaces (31 plus two accessible). Please confirm the actual number of carparks currently available.
- 12 The parking demand assessment has arrived at a number of 47 additional parking spaces in the peak season, derived from the Feb 2019 visitor numbers (average of 94 visitors per day). This is below the maximum concession limit of 160 per day. Please confirm the effects of parking for the maximum visitor numbers that could be permitted by existing concessions.
- 13 Please confirm if existing rules or this application will permit new tour operators and/or an increase in visitor numbers above 160 per day?
- 14 The design shows the proposed entry to the Marine Parade car park between existing trees. Please identify what limbs on each tree are required to be removed to achieve the required 2.8m unobstructed height described in Table 1 of the District Plan.
- 15 Cycle parking racks east of Pod B is along the edge of the path. Please confirm what the available path width will be when bicycles are parked in these racks.
- 16 Please confirm the cycle rack spacing is suitable to park a bicycle on each side of each rack.
- 17 Please provide further detail of the rain garden surface. If this is not traversable then adjacent parking spaces would require an additional 300mm width to be compliant with ASNZS2890.1
- 18 Section 4.2.3 in the AEE suggests time restricted parking in public off-road carparks in Maclean Park. Please confirm whether or not this is included in the proposal and the details proposed.

Golf Course carpark

- 19 Section 4.2.3 in the consent application advises that the spaces associated with the golf course will be charged for and available for visitors to the island only. Given the availability of free, unrestricted parking on surrounding streets, how will the applicant encourage customers to park in the paid parking spaces to ensure that on-street parking spaces are available for the public?
- 20 Section 5.3.2 in the TIA identifies 20 spaces at the northern end of the Golf Course car park and 10 spaces at the southern end. Please provide a dimensioned plan showing the location of the southern carparks.
- 21 We are concerned about there being no connection between the northern and southern car parks at the golf course meaning the vehicles may be moving between carparks. This presents safety concerns when compounded with the non-compliant access width and sight visibility issues identified above in Questions 5 and 9. Please comment on this and how this is expected to work.
- 22 Please provide a dimensioned plan of the existing Golf Course parking area and confirm it is compliant with ASNZS2890.1.
- 23 Please provide swept paths to demonstrate that the proposed shuttle bus can manoeuvre within the Golf Course carpark to exit in a forward direction.
- 24 The Golf Course carpark extension shown in Appendix 6 of the consent application is a blind aisle 17 parking spaces long with no turn around area. Please provide further detail on how this is considered to comply with ASNZS2890.1 Section 2.4.2 (c).
- 25 Parking Space 17 in the Golf Course carpark extension shown in Appendix 6 of the consent application is at the end of a blind aisle. No extension has been provided for manoeuvring in and out of this parking space. Please provide further detail on how this is considered to comply with ASNZS2890.1 Section 2.4.2 (c).
- 26 Please confirm how the spaces associated with this activity can be demarcated from the golf course and enforced to ensure they are available in perpetuity for the intended use.

Carpark corner of Maclean Street and Kapiti Road

- 27 Drawing 1 in Appendix 6 of the consent application shows the proposed carpark layout at the corner of Maclean Street and Kapiti Road. This is different to that shown in Figure 5.2 of the TIA. Please confirm the layout proposed.

Traffic

- 28 Section 4.2.3 in the consent application states that “if the activity that the building represents was to be built on a green field site with no existing activities it would be required to provide 3 parking spaces, based on the GFA”. However the TIA appears to only assess for 2 additional parking spaces and associated trips. Does this difference result in any change to the conclusions with regard to parking provision and intersection modelling?
- 29 Section 5.1.2 refers to retail businesses in proposed shipping containers. Please confirm if this is included in the 75 m² GFA assessed for parking demand and trip generation.
- 30 The golf course carpark extension will mean that this carpark entrance services 44 parking spaces. Please provide an assessment of the operation of this access on Kapiti Road.
- 31 For completeness, please provide the SIDRA analysis outputs referenced in the TIA.
- 32 Please advise the expected traffic related effects from construction and how these will be managed.

Servicing

- 33 Please provide tracking curves of the shuttle bus entering and exiting the designated parking space and confirm that a suitable aisle width is maintained for access past the shuttle and into adjacent carparks while the shuttle is parked.

- 34 Please confirm how the visitor centre will be serviced (such as delivery of merchandise and removal of refuse).
- 35 Page 16 in the TIA notes a space is provided in the visitor centre carpark to accommodate drop off/pick up vehicles including taxis and ubers etc. This is not currently shown on the plans, please confirm where this is.

Accessibility

- 36 Please confirm the proposed width of the path around the western edge of the carpark and how this route will be promoted to path users (including cyclists) to ensure that they use the route rather than proceeding into the carpark to access Marine Parade.
- 37 TR-P7 in Appendix 11 of the consent application describes that walkway connections through the development area are improved by provision of a new bridge. How will the new bridge be better than what is currently provided for pedestrians?
- 38 The consent application describes a moveable post and rope barrier at the beach entrance to separate pedestrian and boat launches. Please provide further detail on how vehicles and pedestrians will be made aware of their responsibilities and how members of the public are not discouraged from travelling along the path and over the bridge.
- 39 Appendix 6 Image 7 in the consent application shows the proposed accessible route between the accessible parking space and the visitor centre (10m for an able-bodied person) is approximately 80m long. NZS4121 requires that accessible parking spaces are provided as close as practicable to the accessible entrance to the facility. Please detail why a shorter accessible route is not able to be provided.
- 40 Two accessible parking spaces are shown in the carpark at the corner of Maclean Street and Kapiti Road. Accessible parking spaces should be provided as close as practicable to the accessible entrance to a facility. As this parking area is to provide parking for the town centre and beach these would not be considered as close as practicable to the town centre. Please advise if the accessible parking requirement could instead be provided at a closer location.
- 41 Please confirm the spaces provided in the Golf Club parking area that would be suitable for designation as accessible parking if required.

Thanks,
Billy

Billy Rodenburg | Civil & Transport Engineer

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From: Tom Anderson <Tom@incite.co.nz>
Sent: Tuesday, 13 July 2021 2:20 pm
To: Billy Rodenburg <BRodenburg@tonkintaylor.co.nz>; Yolanda.Morgan@kapiticoast.govt.nz
Cc: Ryan Dunn <RDunn@tonkintaylor.co.nz>; Neil Trotter <Neil.Trotter@kapiticoast.govt.nz>
Subject: RE: RM210149 2 Marine Parade, Paraparaumu - Information for Transport Review

Hi Billy

Thanks for the email.

The sooner you can get this to us the better please – we need to analyse what additional info you may require, as well as other advisors who are looking at the proposal, and then consolidate that all into an RFI to go back to the applicant.

Happy to chat.

Tom Anderson

Director/Principal Planner



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From: Billy Rodenburg <BRodenburg@tonkintaylor.co.nz>
Sent: Tuesday, 13 July 2021 9:41 AM
To: Yolanda.Morgan@kapiticoast.govt.nz; Tom Anderson <Tom@incite.co.nz>

Cc: Ryan Dunn <RDunn@tonkintaylor.co.nz>; Neil Trotter <Neil.Trotter@kapiticoast.govt.nz>

Subject: RM210149 2 Marine Parade, Paraparaumu - Information for Transport Review

Hi Yolanda and Tom,

We are providing an independent review of the transport related aspects of the consent submission. Neil sent through the full AEE on Thursday which we are currently reviewing.

Are there any other consent related documents available? This could include reports and notes from the previous consent application, any pre-application meeting minutes, and any community or council feedback received for this or the previous proposal. If you could send these through it would be much appreciated.

Based on the submission on Wednesday 7 July we understand that we need to advise you of any further information required (Section 92) before 21 July (within 10 working days). Is this correct?

Thanks,
Billy

Billy Rodenburg | Civil & Transport Engineer

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