

Incite Resource & Environmental Management
PO Box 2058
Wellington

Attention: Tom Anderson

Dear Tom

Te Uruhi | Kāpiti Gateway Visitor Centre

Independent Peer Review of Traffic Impact Assessment for Resource Consent

1 Introduction

This review relates to the development of a gateway building known as Te Uruhi to Kāpiti Island on Marine Parade in Paraparaumu. Te Uruhi will be a visitor centre, bio security area and arrival/departure point for visitors to Kāpiti Island.

This review should be read in conjunction with the Resource Consent Application and Assessment of Environmental Effects report (“the application”) compiled by Cuttriss Consultants Ltd (Cuttriss), dated 29 June 2021 and Response to Section 92 Further Information Request (S92 Response) dated 15 February 2022. The documents considered as the current application for this review are listed in Section 3 below.

This review does not consider design details such as sign locations or cycle rack shape. These should be subject to a detailed design process if consent is awarded with appropriate review by the Kāpiti Coast District Council’s Access and Transport Team for Engineering Plan Approval (EPA) at that stage.

This review has been completed in accordance with our proposal dated 11 June 2021.

2 The application

A Transport Impact Assessment (TIA) was prepared by Beca for this application for development of the Kāpiti Gateway (Te Uruhi) within the Marine Park Reserve. The assessment is appended to the AEE report as Appendix 9. As described in Section 4 of the assessment, Te Uruhi includes;

- Visitor Centre to provide information for visitors to Kapiti Island and to the district.
- A modern biosecurity facility to improve the protection for the island.
- Building areas of 214.5m² and approximately 385m² of deck.
- Facilities allow for future increase by tour operators (although approval for an increase in visitor numbers would require additional application).
- Extension of the Marine Parade car park south and reconfiguration of the layout including access points.

- Consideration of increasing parking provision in the area with the loss of some spaces within the Marine Parade Car Park.

The transportation assessment and associated effects are discussed and reviewed in more detail in the following section.

3 Review scope

The Resource Consent Application and Assessment of Environmental Effects report (“the application”) compiled by Cuttriss Consultants Ltd (Cuttriss), dated 29 June 2021 was received and reviewed in July 2021. Following this review we submitted a request for further information to better understand the proposal, including its effect on the environment and the ways any adverse effects might be mitigated.

A Response to Section 92 Further Information Request (S92 Response) was received in February 2022. This included changes to the proposal to address concerns raised in the further information request and external discussions with the Department of Conservation and tour operators. From a traffic perspective a number of recommendations/concerns have been mitigated by the new proposal including;

- The proposed additional carparking at the Paraparaumu Beach Golf Course and the corner of MacLean Street and Kapiti Road have been removed from the proposal. The Golf Course carparking has been removed from the proposal as a result of some of the safety concerns raised in the further information request letter. We have not provided further comment on these as they no longer make up part of the application.
- Additional carparking is proposed at the south end of Maclean Park to offset the loss of parking at the Te Uruhi carpark.

The S92 Response included an updated TIA reflecting the changes to the proposal. Specifically this review considered the following as the current application;

- RM210149 – Response To Section 92 Further Information Request, Cuttriss Consultants Ltd, 15 February 2022
- Further information Request Cover Letter, Cuttriss Consultants Ltd, received 15 February 2022
- Land Use Consent Application and Assessment of Effects for Te Uruhi, Cuttriss Consultants Ltd, received 15 February 2022 (including revised appendices)
- Kāpiti Gateway Transport Impact Assessment, Beca, 15 December 2021 (as appended to the Land Use Consent application)

We have been made aware that parking is one of the key concerns raised in resident feedback to KCDC. Section 5.1.1 in the TIA describes the parking standards against which this proposal is assessed. This is;

- Only new carparking demand generated by the new buildings needs to be considered by the proposal. Parking demand for the Island Tours is an existing consented activity and parking associated with this (up to the existing concession limit) is permitted within the existing environment.
- The National Policy Statement for Urban Development 2020 (NPS-UD) Car Parking which does not require carparking for development. The project has had verbal confirmation that the NPS-UD will be supported for this application however comment on current District Plan requirements has been completed for the assessment.

Our review has been completed in accordance with this. Further detail is provided below in Section 4.

4 Appraisal of transport effects

4.1 Safety

The TIA describes the crash history along Marine Parade, at the existing roundabout and in the car parking areas within the study area. For the review period, a total of 19 crashes were recorded. The report states that no meaningful crash trends were identified within the crash data. T+T agrees with this assessment.

Sight distance at the proposed carpark entrances has been assessed against the Austroads guidelines. T+T agree that these guidelines are appropriately referred to through the District Plan and that the proposal achieves compliance with these requirements.

T+T acknowledge the positive contribution the proposal will make in improving the safety by removing the conflict between boats and pedestrians in the boat club carpark

Detailed design is still to be completed, with some details such as the pedestrian refuge island across Marine Parade outside Te Uruhi still to be completed. T+T recommend that detailed design drawings of the site layout, in particular traffic and transport related details are submitted to Kāpiti Coast District Council's Access and Transport Team for Engineering Plan Approval (EPA).

T+T also recommend the applicant is required to undertake detailed design and post-construction road safety audits to provide independent assessment of the safety of the design.

The transport assessment has not addressed the safety of a pedestrian in Carparks Areas 1 and 2 crossing to the footpath along Marine Parade which is on the opposite (eastern) side of the road. While assessment of this would be of benefit to the application, the scope of the recommended detailed design and post-construction road safety audits as described in the Waka Kotahi NZ Transport Agency guidelines will consider pedestrians safety. T+T consider that the road safety audit process recommend above will address this.

4.2 Accessibility

The applicant notes that this will continue to be a public space with no loss of public walking access following construction. Wayfinding signage will be important to show this is a public space. In Section 4.2.3 of the Assessment of Environmental Effects (AEE) the applicant offers a condition that a signage plan is to be submitted to Kāpiti Coast District Council's Access and Transport Team and approval received prior to installation.

Cycle parking provided exceeds the requirements of the District Plan. Wayfinding signage as proposed for pedestrians will also provide for cyclists.

Four accessible parking spaces are proposed. The dimensions of these spaces comply with AS/NZS4121.2001 Design for Access and Mobility. The proposal also demonstrates a safe, obvious and step free accessible route between two of the accessible parking spaces and the new centre.

4.3 Layout

The parking area layouts, access spacing, and widths have been assessed within the TIA. T+T considers that the TIA correctly identifies the relevant standards in the District Plan, Austroads and Australia/New Zealand Standards.

The transport assessment states that the new car parking areas meet the District Plan Requirements and have been designed to mitigate any anticipated safety and amenity issues associated with site access. However, T+T observed the following departures from the ASNZS2890.1 Parking Facilities standard;

- Space 18 in Area 1 is at the end of a blind aisle. It needs to be an additional 1m wide to be compliant with ASNZS2890.1. This is also required to allow a vehicle to turn around using the yellow hatched area when the carpark is full. T+T recommend that this is required to be included as a condition of consent.
- The Te Uruhi carpark has a blind aisle the equivalent of seven parking spaces long. Section 2.4.2 (c) recommends that the maximum length shall be equal to the width of six spaces plus 1m unless provision is made for cars to turn around. T+T consider this to be a minor departure from the standard and is unlikely to impact the safe operation of the carpark.

Detailed design is still to be completed. As above in Section 4.1, T+T recommend that detailed design drawings of the site layout, in particular traffic and transport related details are submitted to Kāpiti Coast District Council's Access and Transport Team for Engineering Plan Approval (EPA).

4.4 Servicing

A pick-up/drop off zone is provided for a shuttle bus. The applicant has also confirmed that deliveries or refuse collection vehicles would be able to use this space. The 8.3m parking space servicing the building is sufficient to accommodate typical vehicles we would expect for a building of this size.

The applicant has confirmed that an aisle width of 3.5m has been maintained for exiting vehicles to pass a vehicle parked in the pick-up/drop-off zone.

4.5 Parking

The TIA includes extensive assessment of parking occupancy of the parking area and surrounding areas. Section 5.1.1 in the Transport Assessment describes the parking standards against which this proposal is assessed. This is;

- Only new carparking demand generated by the new buildings needs to be considered by the proposal. Parking demand for the Island Tours is an existing consented activity and parking associated with this (up to the existing concession limit) is permitted within the existing environment.
- The National Policy Statement for Urban Development 2020 (NPS-UD) Car Parking which does not require carparking for development. The project has had verbal confirmation that the NPS-UD will be supported for this application however comment on current District Plan requirements has been completed for the assessment.

T+T reinforce the effect of the National Policy Statement for Urban Development 2020 (NPS-UD) Car Parking which does not require carparking for development. In our opinion the applicant is going well beyond the minimum required under planning rules to consider parking effects in response to community concerns.

T+T agree that the distance between the proposed carparks at the south end of Maclean Park and the parking spaces which will be removed is still reasonably convenient for visitors to the area.

The applicant demonstrates a net increase in parking provision as a result of this project, although the assessed demand of four additional spaces is only partially accommodated. However, T+T consider the parking surveys and assessment undertaken by the applicant demonstrably show that sufficient parking will remain within the Maclean Park and surrounding areas to accommodate the existing and assessed parking demand.

4.6 Traffic

Industry standard modelling software, recorded traffic volumes and growth estimates are used in the TIA to assess intersection capacity. The assessed Level of Service (LOS) of A indicates free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.

T+T consider the assessment undertaken sufficient to demonstrate that the increased traffic movements should not result in a noticeable increase in congestion or unreasonable delays for road users. The traffic levels are within the thresholds for these roads in the District Plan, and are not expected to exceed that which could be reasonably expected around an urban town centre

4.7 Construction

In the S92 Response the applicant has commented that delivery of machinery and materials to site during construction will utilise existing vehicle crossings. The applicant has also volunteered a consent condition requiring a Construction Traffic Management Plan prior to the commencement of works.

T+T consider a Construction Traffic Management Plan sufficient to identify and manage construction effects for this project and environment. We do however recommend that this condition is amended to explicitly state that approval from the road controlling authority (Kāpiti Coast District Council) is required prior to commencing construction.

5 Conclusion

T+T agrees the application can be supported from a traffic and transport planning and safety perspective on the proviso that the following recommendations be implemented:

- A signage plan is to be submitted to Kāpiti Coast District Council's Access and Transport Team for approval prior to installation;
- Detailed design drawings of the site layout, in particular traffic and transport related details and landscape planting/maintenance for driveway access visibility, are submitted to Kāpiti Coast District Council's Access and Transport Team for Engineering Plan Approval (EPA)
- Car park designs are reviewed to ensure compliance with the District Plan standards, in particular the requirements of the ASNZS2890.1 Parking Facilities standard. Any departures shall require approval through the EPA approvals process above
- Detailed design and post-construction road safety audits in accordance with Waka Kotahi NZ Transport Agency guidelines are completed for the project
- A Construction Traffic Management Plan is approved by Kāpiti Coast District Council prior to the commencement of works

We welcome any clarification on our transport planning and safety review.

6 Applicability

This report has been prepared for the exclusive use of our client Incite Resource & Environmental Management, with respect to the particular brief given to us. We understand and agree that this report will be used by Kāpiti Coast District Council in undertaking its regulatory functions in connection with resource consent application. It may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

Tonkin & Taylor Ltd

Environmental and Engineering Consultants

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