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**Auckland 1010**

8 August 2024

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Dear Aoife,

**PROPOSED COMMERCIAL DEVELOPMENT, 538 KARANGAHAPE ROAD, AUCKLAND  
AMENDMENT TO RESOURCE CONSENT – TRAFFIC ENGINEERING**

Following a recent resource consent application for a proposed commercial building on the subject site at 538 Karangahape Road, the applicant is now proposing minor amendments to the development plans.

This letter outlines the amendments from a traffic engineering perspective, and references Commute's original traffic assessment (Commute report).

**1 PROPOSED DEVELOPMENT**

It is proposed to construct a 10-storey commercial development on the subject site at 538 Karangahape Road in Auckland's CBD (unchanged from previous). The proposed development will now comprise:

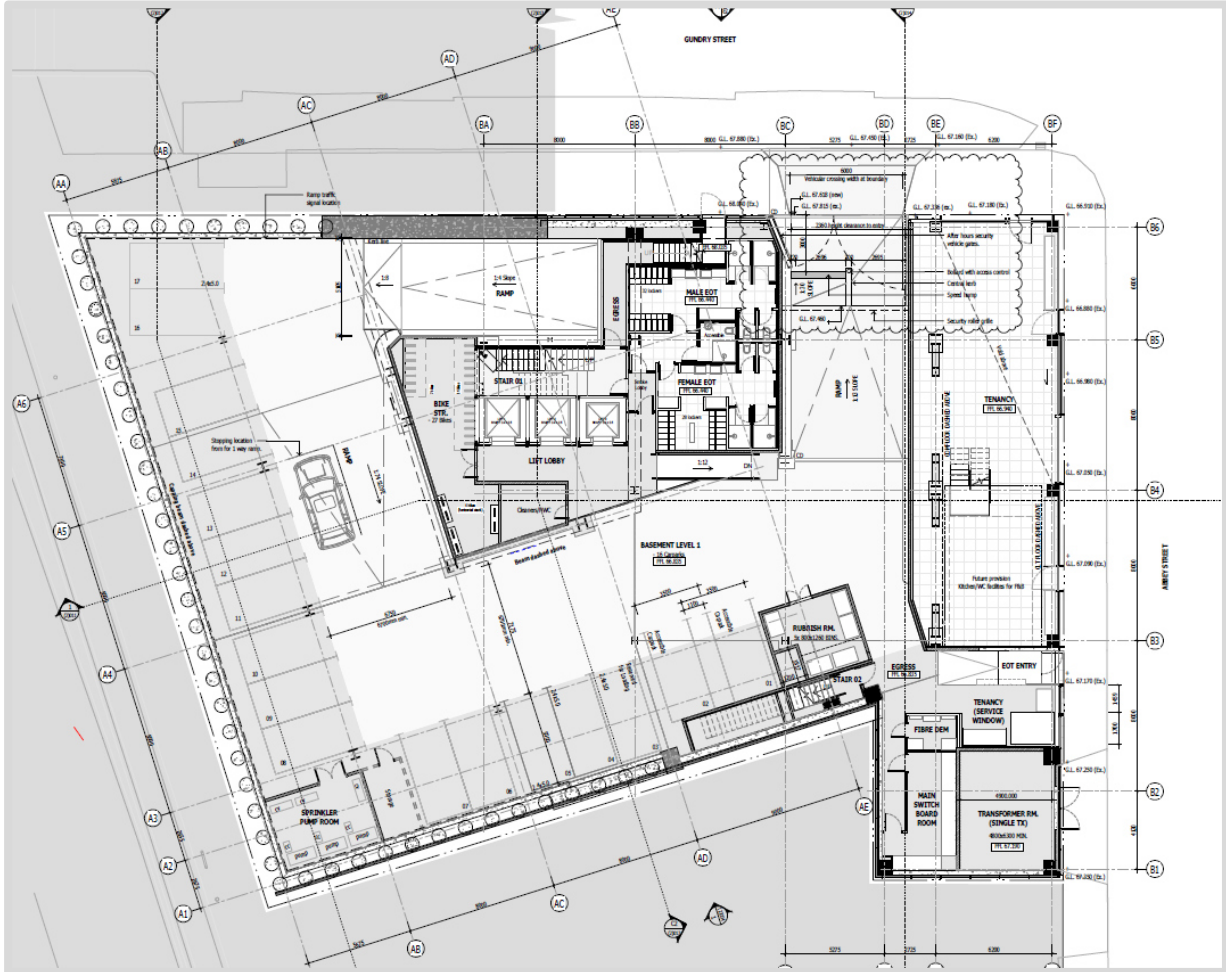
- 8,715m<sup>2</sup> Gross Floor Area (GFA) of office activity (down from 9,795m<sup>2</sup>) on Levels 1-9;
- 1,705m<sup>2</sup> GFA (down from 1,851m<sup>2</sup>) GFA of retail activity on the Basement 1 and Ground Floor levels, comprising:
  - 1,449m<sup>2</sup> of retail activity; and
  - 256m<sup>2</sup> of food and beverage activity.
- 48 car parking spaces across the two basement levels (16 spaces on the Basement 1 level and 32 spaces on the Basement 2 level);
- 1 courier loading space within the Basement 1 level (now proposed as a result of Section 92 discussions); and
- 60 total bicycle parking spaces, comprising:
  - 27 bicycle parking spaces and associated end-of-trip facilities located on the Basement 1 level; and
  - 33 bicycle parking spaces located on the Basement 2 level.

Vehicular access to the site is proposed to remain in its previously proposed position on Gundry Street on the eastern side of the development, with existing vehicle crossings removed as part of the proposal.

Waste collection is proposed to occur via private waste collection, with loading occurring on-street on Gundry Street.

Figure 1 shows the proposed amended Basement 1 development plans (noting Basement 2 remains unchanged from previous).

Figure 1: Proposed Amended Basement 1 Development Plan



## 2 TRIP GENERATION

The trip generation estimations have been updated using the peak hour trip generation rates established in the Commute Report. These are repeated below for convenience, and the estimated peak hour and daily trip generation is shown in Table 1.

**Table 1: Estimated Trip Generation**

Activity	RTA / Adopted Rate	Number / GFA	Peak Hour Vehicle Trips	Daily Vehicle Trips
<b>Office</b>	AM – 1.6 vph per 100m <sup>2</sup> GFA PM – 1.2 vph per 100m <sup>2</sup> GFA 11 vpd per 100m <sup>2</sup> GLFA	8,715m <sup>2</sup> GFA	AM – 140 vph PM – 105 vph	959 vpd
<b>Retail</b>	AM – 2.3 vph per 100m <sup>2</sup> GFA PM – 4.6 vph per 100m <sup>2</sup> GFA 55.5 vpd per 100m <sup>2</sup> GFA	1,449m <sup>2</sup> GFA	AM – 34 vph PM – 67 vph	805 vpd
<b>Café</b>	Assumed - AM – 1-2 vph PM – 1-2 vph 4 vpd per day	2 tenancies	AM – 2-4 vph PM – 2-4 vph	8 vpd
<b>Total</b>			<b>176-178 vph (AM) 174-176 vph (PM)</b>	<b>1,772 vpd</b>

As can be seen from the table above, the peak hour trip generation of between 174-178 vph, and the daily trip generation of 1,772 vpd are both lower than those estimated in the Commute Report using the RTA Guide.

It remains that in practice, the proposed retail activities are unlikely to be major trip generators for the proposed development, and as such the RTA suggest peak hour and daily rates are considered to be high in this instance.

The site's maximum parking requirement is much lower than typical office buildings provide, and as a result of this (and combined with the site's excellent proximity to both the existing and future public transport network), the actual peak hour and daily trip generation of the site as a whole is expected to be lower than the values calculated above (in the order of two to four trips per parking space per day, one to two inbound / outbound trips, or 48-96 vph / 96-192 trips per day). This is identical to the Commute Report, as the number of car parking spaces remains unchanged as a result of the proposed amendments.

### 3 ACCESS

The access is proposed to remain largely unchanged from the previous Commute Report and subsequent Section 92 discussions, resulting in a 6.0 metre wide access on Gundry Street with a speed hump located approximately 3.0 metres inside the boundary.

The gradients of the access have been amended slightly, now providing a 1:30 platform in place of the 1:20 platform. There are no changes to the previous assessment regarding the access.

### 4 PARKING

#### 4.1 CAR PARKING REQUIREMENT

Table E27.6.4.2 of the Unitary Plan outlines the parking requirements for developments located within all zones. Table E27.6.2.1 (T15) of the Unitary Plan specifies maximum car parking rates for Business – City Centre Zone, with office and café (retail – food and beverage) activities falling under 'all other activities'. The maximum car parking rate is 1 space per 200m<sup>2</sup> GFA.

As it is proposed to provide a total of 10,420m<sup>2</sup> GFA of office, retail and café activities, a maximum of 52 spaces are permitted to be provided.

#### 4.2 PARKING PROVISION

It is proposed to provide a total of 48 car parking spaces within two levels of car parking in the development (ground floor and basement).

This remains unchanged from the previous development plans, and complies with the maximum car parking requirement of the Unitary Plan.

#### 4.3 PARKING LAYOUT

The Basement 1 car park is proposed to be amended slightly, with the following changes from the previous plans:

- Space 3 pushed back against the western wall (will now become a short-stay courier space);
- Spaces 4-6 pushed back against the western wall
- Space 17 provided in the north-eastern corner.

There are no dimensional amendments to Space 4-6, and they will now have greater manoeuvring width to each space. These spaces remain compliant with the Unitary Plan dimensional requirements.

Space 17 is a new parking space located adjacent to Space 16. It has dimensions of 2.4 metres width and 5.0 metres depth, and is accessed via an aisle width of X.X metres. As such, it complies with the dimensional requirements of the Unitary Plan.

A vehicle tracking assessment has been undertaken using the software package 'AutoTurn', using the Unitary Plan 85<sup>th</sup> percentile vehicle, and is provided in Appendix A. By way of summary, the parking space is considered to be appropriately designed.

#### 4.4 BICYCLE PARKING

Table 2 shows the Unitary Plan bicycle parking requirement for the proposed amended development.

**Table 2: Unitary Plan Bicycle Parking Requirement**

Activity	Unitary Plan Bicycle Parking Requirement	Number / GFA	Bicycle Parking Spaces Required
<b>Office</b>	1 secure (staff) space per 300m <sup>2</sup> GFA of office 1 short-stay (visitor) space plus 1 space per 1,000m <sup>2</sup> GFA above 1,000m <sup>2</sup> GFA	8,715m <sup>2</sup> GFA	29 secure spaces 9 visitor spaces
<b>Retail</b>	1 secure (staff) space per 500m <sup>2</sup> GFA; and 1 short-stay (visitor) spaces per 300m <sup>2</sup> GFA.	1,449m <sup>2</sup> GFA	3 secure spaces 5 visitor spaces
<b>Café</b>	1 secure (staff) space per 300m <sup>2</sup> GFA; and No visitor spaces required.	256m <sup>2</sup> GFA	1 secure space 0 visitor spaces
<b>Total</b>			<b>33 secure spaces 14 visitor spaces</b>

As can be seen, 33 secure (staff) bicycle parking spaces are required to be provided, and 14 visitor bicycle parking spaces, making a total of 47 spaces.

It is proposed to provide a total of 60 bicycle parking spaces within the development, 27 of which are located within the dedicated bicycle parking area on Basement 1, and the remainder within Basement 2. As such, the proposed bicycle parking provision complies with the Unitary Plan requirements.

The end-of-trip facilities are proposed to remain unchanged from the previous plans.

## 5 SERVICING AND LOADING

### 5.1 LOADING

The Unitary Plan loading requirement remains unchanged from the previous assessment, with 1 space being required for each of the office and retail components of the proposed development (2 loading spaces in total).

One on-site courier loading space is now proposed to be provided (Space 3 on the development plans), following discussions within the Section 92 phase of the previous assessment. The loading space has dimensions of 2.4 metres width and 5.0 metres length, and will be accessed via an aisle width of 7.1 metres. The space will be linemarked and signed to ensure that it is used by loading vehicles only.

A vehicle tracking assessment has been undertaken using a 5.5 metre long courier van, to determine the appropriateness of the space. The assessment is provided in Appendix A, and by way of summary, the loading space is considered to be appropriately designed to accommodate small courier vehicles, which are the primary loading vehicle expected to serve the development during day to day operations. Larger loading vehicles will be required to park on-street, which is considered to be a satisfactory arrangement. A 2.3 metre high height restriction will be signed at the entrance to the car park, warning vehicles with a bigger height to not enter the car park.

## 6 CONCLUSION

A number of minor amendments are proposed to the development at 538 Karangahape Road in Auckland. These primarily include a reduction in GFA for the activities proposed on-site, and the provision of an on-site loading space. As such, it can be concluded that:

- The estimated peak hour traffic using the RTA Guide is expected to reduce from 204-207 vph to 174-178 vph, and the daily traffic is expected to reduce from 2,112 vpd to 1,772 vpd. In practice, it is expected that there will be no changes from the previous proposal as the number of car parks remains unchanged;
- The access on Gundry Street is proposed to remain largely unchanged, with the safety platform having a shallower gradient of 1:31, and a speed hump being placed on the exit to assist with reducing speeds of exiting vehicles;
- The proposed 48 car parking spaces remains compliant with the maximum car parking requirement of 52 spaces;
- The bicycle parking requirement has reduced to 33 secure spaces and 14 visitor spaces (from 37 secure and 15 visitor spaces). It is proposed to provide 60 bicycle parking spaces within a dedicated bicycle parking area on Basement 1, and within Basement 2.
- One on-site courier loading space is now proposed to be provided within Basement 1, which will accommodate smaller courier vehicles, expected to be the primary loading vehicle to service the development once operational.

The amendments proposed above are not expected to have any significant impacts on the site or surrounding road network relative to the previous proposal and Section 92 outcomes.

If you have any further queries, please do not hesitate to contact us.

### Commute Transportation Consultants

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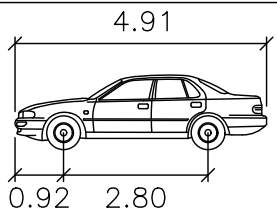
Leo Hills



**Director**

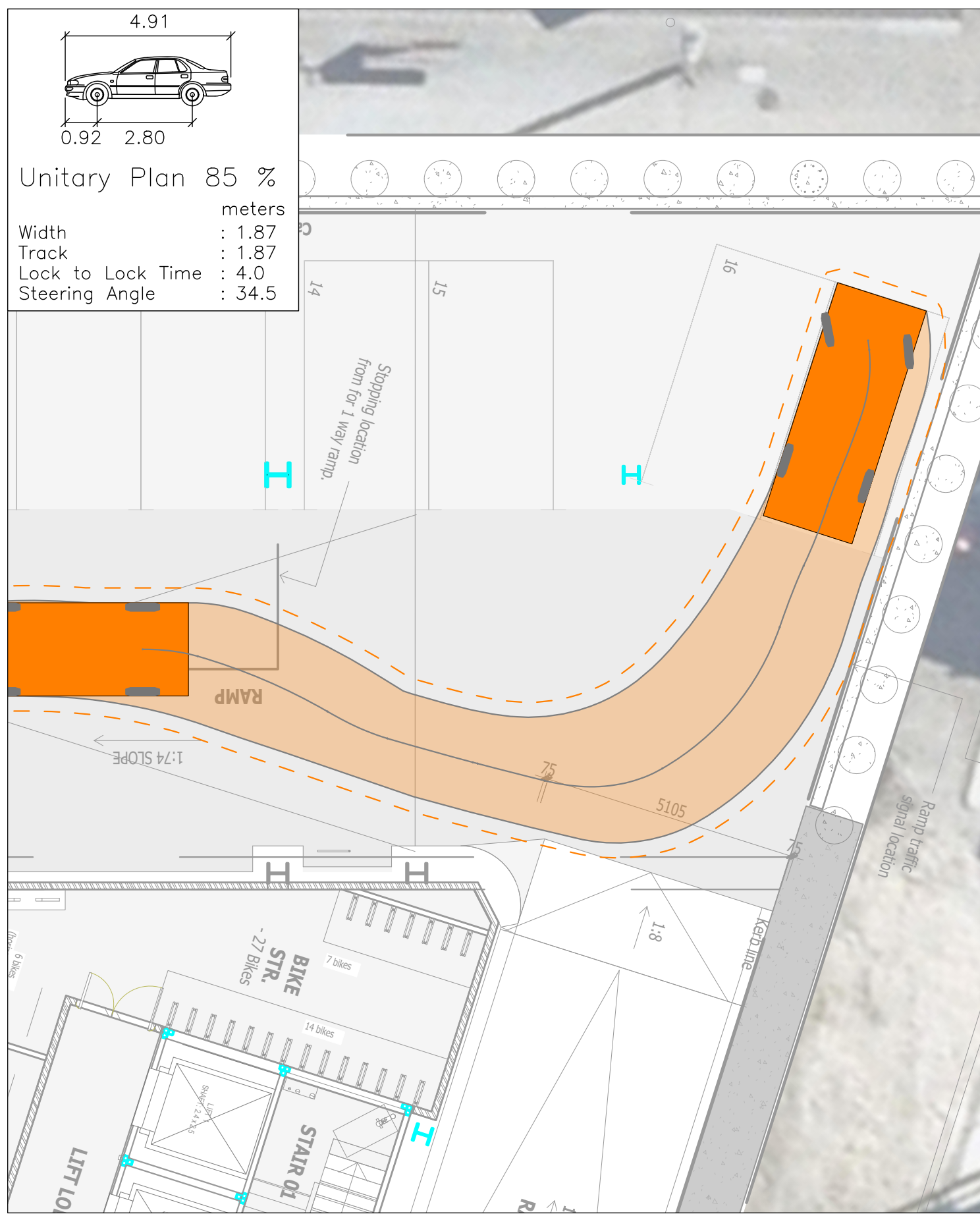
[leo@commute.kiwi](mailto:leo@commute.kiwi)

APPENDIX A – VEHICLE TRACKING ASSESSMENT



Unitary Plan 85 %

Width : 1.87 meters  
 Track : 1.87  
 Lock to Lock Time : 4.0  
 Steering Angle : 34.5



Revision notes:		
Rev:	Date:	Notes:

<b>Drawn by:</b> TG J002706	<b>Client:</b>
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<b>Project:</b> 538 Karangahape Road, Newton Proposed Mixed Use Development	<b>Drawing Title:</b> Vehicle Tracking Basement 1 - Space 17 - Entry/Exit
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<b>Date:</b> 7 August 2024	<b>Scale @ A3:</b> 1:100
<b>Revision:</b> F	

Figure: **1**





**Revision notes:**

Rev:	Date:	Notes:

**Drawn by:**  
TG  
J002706

**Client:**

**Project:**  
538 Karangahape Road, Newton  
Proposed Mixed Use Development

**Drawing Title:**  
Vehicle Tracking  
Basement 1 - 5.5m Courier Van - Entry / Exit

**Date:**  
7 August 2024

**Scale @ A3:**  
1:100

**Revision:**  
F



**Figure:**  
2