

Mr K Brown
Azuma Property

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Dear Kallam

WAIPIRO BAY, BAY OF ISLANDS – MARINA DEVELOPMENT –INITIAL TRAFFIC ANALYSIS LETTER

Further to your instruction, have reviewed the Waipiro Bay Marina development proposal.

1 INTRODUCTION

Azuma Property (“the applicant”) proposes to lodge an application for a Marina at Waipiro Bay, Bay of Islands. This application relates to the development of a Marina located in Waipiro Bay, Bay of Islands covering approximately 9ha of coastal marine area to construct a 200+ berth marina (“proposal”).

To support the application for a referred project, this memorandum provides a high-level initial review of the transport aspects of the proposal, including:

- Summary of the proposal and site description;
- High level analysis of traffic impacts;
- Conclusion.

2 SITE DESCRIPTION AND PROPOSAL

2.1 SITE DESCRIPTION

The Site is approximately 9ha in size located in Waipiro Bay, Bay of Islands. The Site also has access directly the Omarino Entrance Road which connects to Manawaora Road. Figure 2-1 shows the Site location with respect to the existing road network.



Figure 2-1: Site Location

Manawaara Road is not classified as an arterial road by the NZTA One Network Road Classification. Manawaara Road is classified as a primary collector and has an approximate carriageway width of 7 metres, accommodating one traffic lane in each direction. Street parking is prohibited on both sides of the road, no pedestrian footpath or cycle lane is provided on either side of the road.

The site is proposed to directly connect to the Omarino Entrance Road. The Omarino Entrance Road has an approximate carriageway width of 7 metres (at Manawaara Road) which reduces in width further north), accommodating one traffic lane in each direction. Street parking is prohibited on both sides of the road, no pedestrian footpath or cycle lane is provided on either side of the road.

2.2 PROPOSAL

The applicant is proposing 200+ berth marina development on the site. The development will comprise of 200+ berths, public boat launching, trailer parking, retail services, and a potential key utilities hub.

Figure 2-2 shows the proposed development including its internal roading configuration and proposed connections to existing roads. It is proposed that a roundabout will be installed to allow access from

the Omarino entrance road to the marina and public boat ramp/parking. The internal layout and provisions are considered to be acceptable for this preliminary traffic analysis.

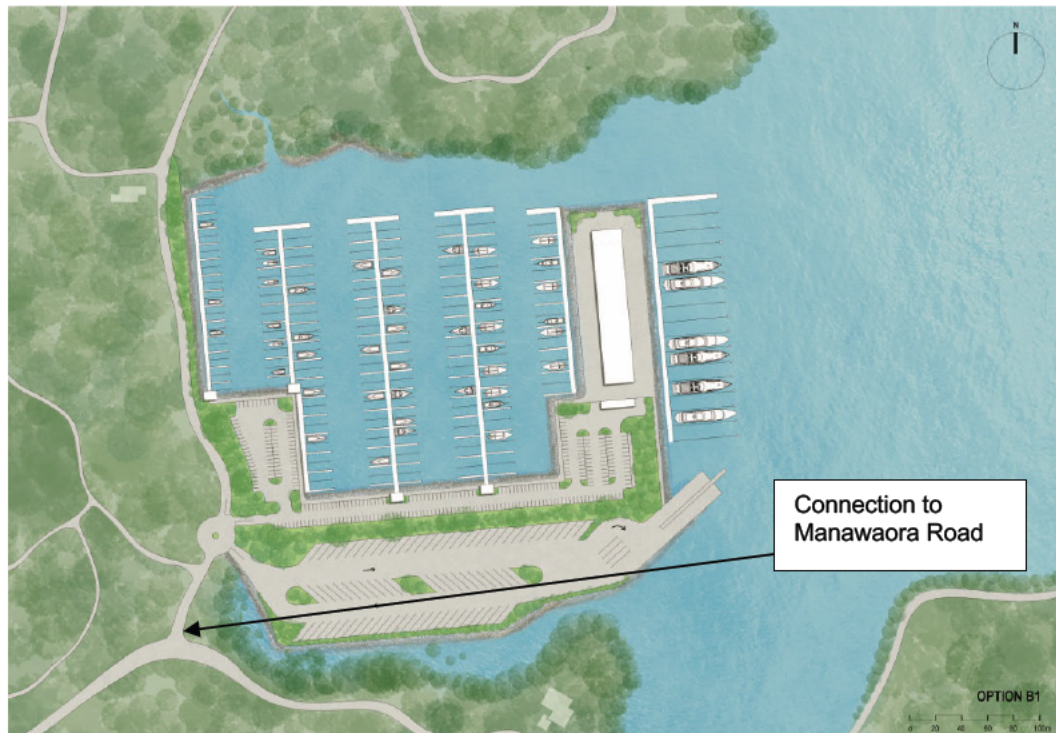


Figure 2-2: Plan of proposed development – Waipiro Bay Marina

3 HIGH LEVEL ANALYSIS OF TRAFFIC IMPACTS

3.1 VEHICLE TRAFFIC

The Omarino Entrance Road which the site will adjoin to serves an adjacent residential subdivision serving 19 residential house sites.

The density of the current proposal means it is aligned with “Marinas” use in the RTA “*Guide to Traffic Generating Developments*”, which has a trip rate of 2.7 per fixed berth + 1.4 per swing mooring per day. For a conservative case of 200 fixed mooring berths this equates to 540 vehicle movements per day. Note, this case equates to a summer weekend and considers retail services.

3.2 PARKING

3.2.1 MARINA

Parking demands at marinas vary substantially depending on the location, season, the type of berth or mooring and the type of boat. The RTA states parking demand to be as follows:

- 0.6 spaces per wet berth
- 0.2 spaces per dry storage berth
- 0.2 spaces per swing mooring
- 0.5 spaces per marina employee

For 200 fixed mooring wet berths and 10 staff this equates to around 125 carparks. The proposal also includes some retail. It is understood the intention would also be to provide a grocery shop and possibly a cafe/restaurant.

The RTA guide suggests parking as follows:

- 15 spaces per 100sqm for restaurant and
- 6.1 spaces per 100sqm for retail

Assuming 750-1000sqm of floor area with a 50/50 restaurant / retail split translates up to 75 restaurant spaces and 31 retail spaces or 106 in total.

As such typical parking demand would be approximately 230 spaces. Of note the RTA guide allows / assumes for some alternate mode use (eg bus / walking / cycling) which is not available in this location due to its remoteness. As such, in this location, an additional 25% parking requirement is considered appropriate. This translates to 287 spaces.

The concept layout has approximately 300 spaces which is considered appropriate to accommodate the marina facilities expected demand.

3.2.2 TRAILER PARKING

Parking demand for trailer boat ramps can vary significant depending on location and hence there is little / no published data on this use. Far North District Council has however commissioned a study "Far North boat-ramp study" which found "*The key message is that demand is clearly higher than supply....*" and further, the Bay of Islands is one of the worst effected areas. Specifically, the Bay of Islands has only 48 car-parks dedicated to boat-trailers (in 2020) and an estimated all-in total of 160 potential standard spaces adjacent to boat-ramps. This leads to 'Creative' parking (often illegal) near the existing boat ramps.

As such, while the exact trailer parking demand is difficult to estimate, the proposed ramp and associated trailer parking has the potential to significantly reduce demand at other existing Bay of Island ramps, thus removing existing illegal parking and congestion especially in peak summer months.

3.3 ROADING MITIGATION

The Site effectively connects to the roading network in one location being Omarino entrance road / Manawaora Road intersection.

Due to the rural nature of the site location and lack of cycling lanes and pedestrian walkways in the surrounding area, it is expected that all of traffic generated will access the marina from Manawaora Road using personal vehicles. Pedestrian facilities will however be provided on site to allow pedestrians to access the marina berths and retail activities.

Manawaora Road has an existing 50m right turn bay into the Omarino Entrance Road and this is expected to be appropriate to cater for the additional Marina traffic without any upgrade.

It is recommended that the section of Omarino Entrance Road from Manawaora Road to the entrance to the Marina be upgraded in width / form to ensure that construction and service vehicles (trucks) can safely and effectively access the site during and after construction. The concept also includes a roundabout facility on Omarino Entrance Road serving both the Marina parking and trailer boat parking. This entrance design is considered appropriate.

With the above measures in place the proposal is unlikely to adversely affect the existing Omarino residential sites.

4 CONCLUSION

Overall, from a traffic perspective Commute can support the proposal, subject to a more detailed analysis following detailed design.

Yours sincerely



Leo Hills

Director

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