Otaihanga Retirement Village
Integrated Transport Assessment

Prepared for:
Summerset Villages (Paraparaumu) Limited

Prepared by:
Stantec NZ

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Stantec New Zealand

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Statement of Experience

This report has been prepared by Andrew Leckie under the direction of, and reviewed by, Mark Grant Georgeson, who is employed as the Private Sector Market Leader for the New Zealand business of Stantec New Zealand Limited. Mark is a Chartered Professional Engineer and holds a Bachelor of Civil Engineering degree from the University of Auckland. He has 33 years' professional experience as a practising traffic and transportation engineer.

Mark's experience includes the provision of transportation engineering advice for many residential and retirement village developments throughout New Zealand, spanning high-level master planning through to construction and operation.

Mark oversaw the preparation of the Integrated Transport Assessment for the Plan Change and subsequently provided expert transportation evidence at the Plan Change hearing.

Code of Conduct

While this is not a matter before the Environment Court, Mark has read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 ('Code'), and has complied with that Code in adopting the opinions expressed in this report.

The data, information, facts and assumptions Mark has considered as part of this report are set out in this report. The reasons for the conclusions of the report are also set out in this report. Unless stated otherwise, the matters addressed in this report are within Mark's expertise and he has not omitted to consider material facts known to him that might alter or detract from the opinions expressed.

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1 Introduction

Summerset Villages (Paraparaumu) Limited (Summerset) proposes to construct and operate a comprehensive care retirement village at 65 and 73 Ratanui Road, Paraparaumu (the Site). The village is proposed to accommodate 257 independent living units, 40 assisted living suites, 20 memory care suites and 30 care beds. Vehicle access will be provided from Ratanui Road.

The Site was recently rezoned from Rural Lifestyle Zone to General Residential Zone through Private Plan Change 4 (PC4), which became operative on 1 September 2026, and introduced the Ratanui Development Area provisions. PC4 provides for residential including retirement village uses of the Site, with access from Ratanui Road by way of a T-intersection with a right-turn bay.

The PC4 transport assessment considered both development scenarios. The residential scenario was forecast to generate more traffic and was adopted for assessment of the Ratanui Road access and effects of additional traffic on the wider transport network. The assessment concluded that the proposed intersection and surrounding transport network could safely and efficiently accommodate development traffic, with these conclusions subsequently accepted through the PC4 hearing process.

Once complete, the proposed village will generate more than 100 vehicle movements per day and therefore needs to be assessed as a major traffic activity under the Kāpiti Coast District Plan. Given that the wider transport effects of development of the Site have already been assessed (and accepted) using the higher traffic-generating residential scenario, this assessment is principally focused on the proposed Ratanui Road access arrangements and the transport-related design and layout of the village.

2 Site Location

The Site comprises approximately 12.7 ha at 65 and 73 Ratanui Road, Paraparaumu. Figure 2-1 shows the Site within its local context.



Figure 2-1: Site location in local context

The Site fronts Ratanui Road, which connects with Mazengarb Road to the west and continues as Otaihanga Road to the east. The surrounding area contains a mix of residential and rural-residential land uses, with the Little Farm preschool located on the opposite side of Ratanui Road.

The Site is zoned General Residential Zone and sits within the DEV3 Ratanui Development Area following the approval of PC4. The Development Area provisions provide for either residential development or a retirement village, with development guided by the Ratanui Development Area Structure Plan shown in Figure 2-2. The Structure Plan identifies an indicative location for vehicle access from Ratanui Road.



Figure 2-2: Ratanui Development Area structure plan

3 Existing Transport Environment

3.1 Ratanui Road

Ratanui Road is classified as a Local Community Connector route in the District Plan. It provides an east-west connection between Mazengarb Road and Otaihanga Road and mostly serves a mix of residential and rural-residential properties.

At its western end, Ratanui Road meets Mazengarb Road at a roundabout. Mazengarb Road is classified as a Major Community Connector route and provides connections towards Paraparaumu town centre and Paraparaumu Beach. At its eastern end, Ratanui Road meets Otaihanga Road at a priority-controlled T-intersection, with the priority route extending between Ratanui Road and Otaihanga Road to the east.

Ratanui Road has one traffic lane in each direction, each approximately 3.25 m-wide. From Mazengarb Road to just west of the Site (Figure 3-1), the road has an urban formation with kerb and channel, approximately 1 m-wide sealed shoulders and a footpath on its southern side. The footpath currently terminates just east of the preschool. The posted speed limit along this section is 50 km/h.



Figure 3-1: Ratanui Road west of site, looking east

Eastwards across the Site frontage (Figure 3-2), the posted speed limit changes to 60 km/h and the road formation becomes less urban. There is no kerb and channel, the roadside shoulders are narrower, and a gravel path is provided on the northern side of the road.



Figure 3-2: Ratanui Road at site frontage, looking east

3.2 Public Transport

The nearest bus stops to the Site are located on Mazengarb Road, south of the Ratanui Road intersection, approximately 700 m walking distance from the Site. The stops are served by Metlink Route 262, which provides connections between Paraparaumu Beach and Paraparaumu town centre. The service operates half-hourly in each direction on weekdays, with more frequent services during

commuter peak periods, and hourly services on weekends. At this distance, and until such time as services are introduced along Ratanui Road, it is unlikely these services will be convenient for staff and residents of the village.

4 Existing Traffic Volumes

Traffic count data provided by Kāpiti Coast District Council (KCDC) indicates that Ratanui Road to the west of the site carried an average weekday traffic volume of approximately 6,900 vehicles per day during February 2025.

Figure 4-1 presents average weekday hourly traffic volumes recorded during the same survey period. The data shows both morning and afternoon peak periods, with two-way traffic volumes reaching approximately 620 vehicles per hour during the morning peak period and approximately 710 vehicles per hour during the afternoon peak period. As expected by the function of Ratanui Road, a modest degree of peak-period tidality is apparent.

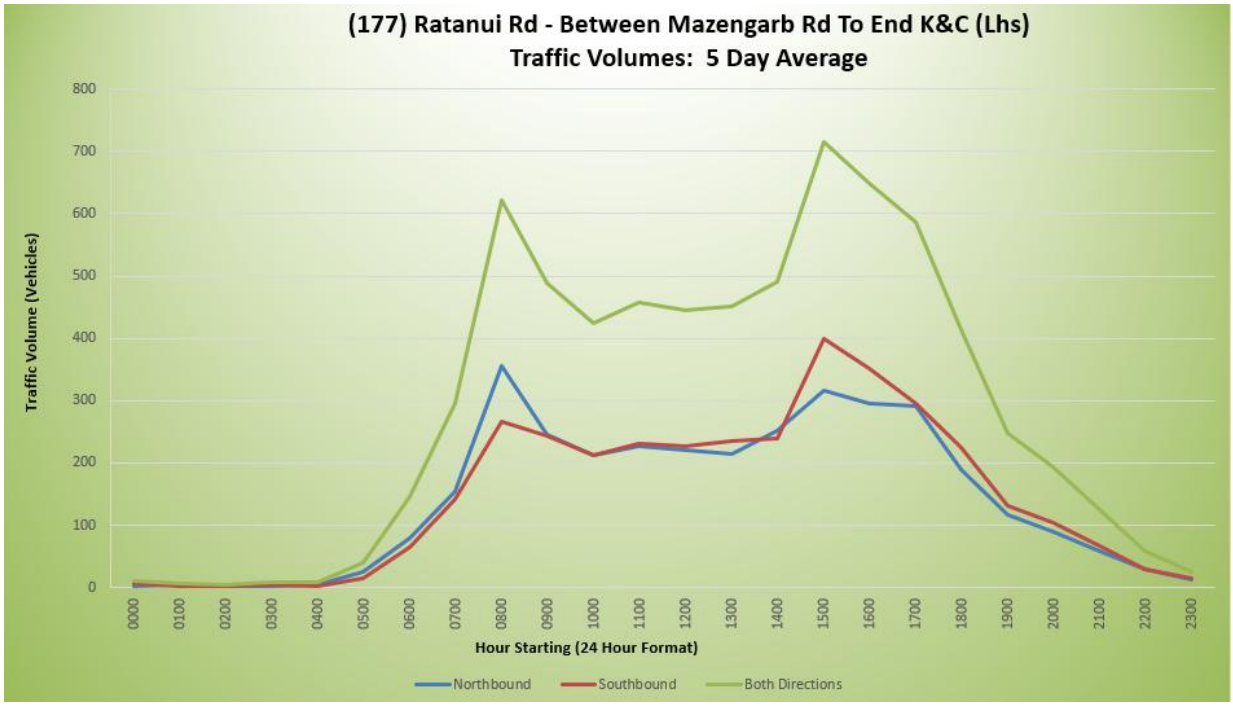


Figure 4-1: Average weekday hourly traffic volumes on Ratanui Road west of site (10-14 Feb 2025)

Vehicle speed surveys undertaken by KCDC in the vicinity of the proposed access location have recorded 85th percentile vehicle speeds generally in the order of 60 km/h. The February 2025 survey undertaken further to the east between Killalea Place and Otaihanga Road recorded an 85th percentile speed of 63.9 km/h, compared with the posted speed limit of 60 km/h.

5 Proposed Retirement Village

5.1 Overview

The proposed village, shown in Figure 5-1, comprises 257 independent living units, 40 assisted living suites, 20 memory care suites and 30 care beds.

The village is centred around a main building containing the assisted living, memory care and care components, together with communal facilities for residents. Independent living units are distributed throughout the Site and are connected by an internal roading network.



Figure 5-1: Proposed retirement village masterplan

5.2 Vehicle Access

Vehicle access to the village is proposed from Ratanui Road via a single access point. The access point is proposed to take the form of a T-intersection incorporating a right-turn bay on Ratanui Road. Figure 5-2 illustrates the proposed intersection and associated frontage improvements, including kerb and channel, a pedestrian crossing point with a refuge island, path improvements in the vicinity of the access point, tie-ins to the existing path network and repositioning of the existing 50 km/h and 60 km/h speed limit signs. The path improvements include a short extension of the sealed path east of the intersection before tying into the existing gravel path. This general arrangement has been developed in discussions with Council, is the appropriate form for access in this location, and will be developed further for engineering approval post consent.

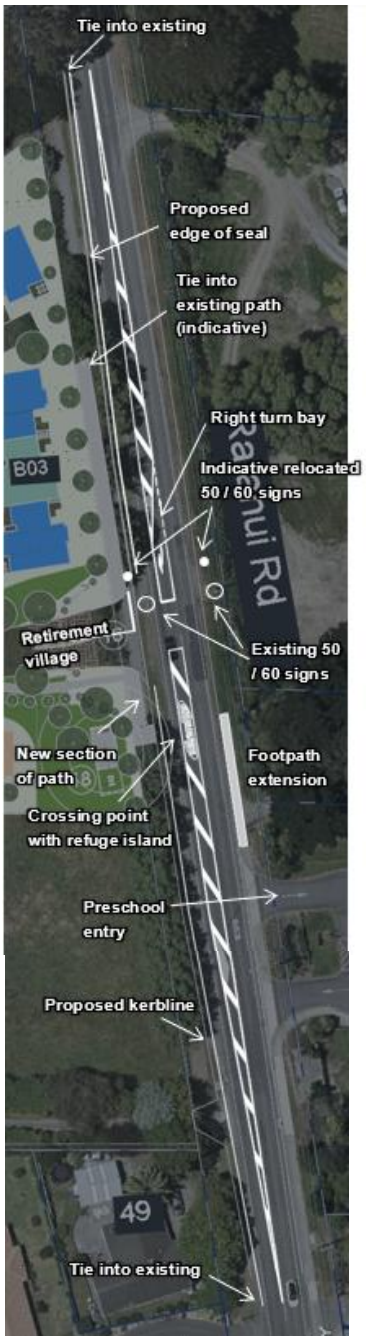


Figure 5-2: Proposed Ratanui Road access point and frontage improvements

A gate is proposed approximately 10 m inside the Site boundary. The gate will remain open during daytime hours to facilitate unrestricted two-way access for residents, staff and visitors. During night-time hours, access will be controlled via card access, with the gate sufficiently set back from Ratanui Road to allow vehicles to wait clear of the road while entering the village.

Village entry signage is proposed set back from the village road edge so as not to obstruct visibility between Ratanui Road path users and drivers exiting the village.

5.3 Village Roading

Internal road widths are proposed consistent with the village road hierarchy shown in Figure 5-3. The main road extending from the village access point and around the northern side of the main building to the village service yard (shown as the Primary Road) is proposed to be 6.5 m-wide. Secondary Roads are 5.5 m-wide and accommodate two-way vehicle movement throughout most parts of the village. Lower-order roads serving smaller numbers of units are proposed as Tertiary Roads with a width of 4.5 m. These roads are short no-exit roads serving up to nine units. The adopted road widths and intersection geometry allow the internal road network to accommodate an 8 m-long medium rigid truck, representative of a standard fire appliance.

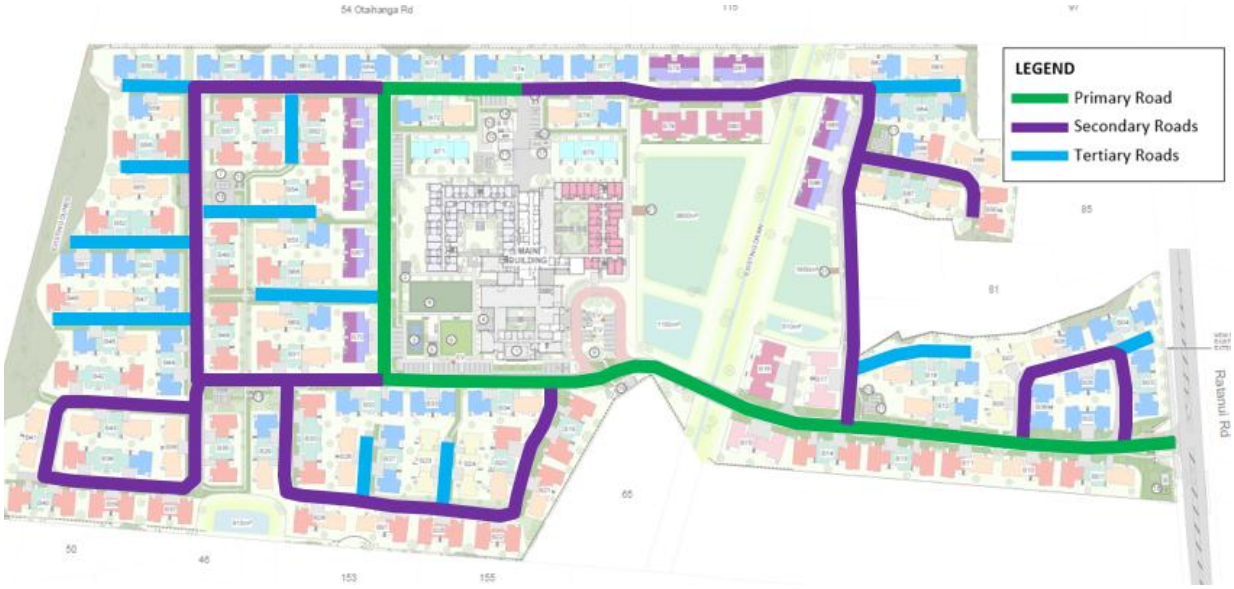


Figure 5-3: Internal village road hierarchy

All roads within the village will remain in Summerset ownership. The proposed road widths and individual unit driveway arrangements are consistent with those adopted at other Summerset villages throughout New Zealand, including at Summerset's Waikanae village, and are proven to provide appropriate functionality and safety. All roads will have a posted speed limit of 15 km/h. This, in conjunction with road widths and alignments, surface treatments at key intersections and pedestrian crossing points, and some localised narrowing combine to support a slow speed environment.

5.4 Servicing

A gated service yard for centralised rubbish collection, loading and larger deliveries is proposed as part of the Main Building. As shown in Figure 5-4, the yard area is of a sufficient size to be able to accommodate manoeuvring of a 9 m-long rubbish truck. Waste trucks will not collect waste from individual units. Rather, Summerset staff will collect waste and recycling from units by smaller vehicle and transfer to the centralised service yard. Ambulance and fire truck access will also be provided in this area.



Figure 5-4: 9 m rubbish truck turnaround

5.5 Car Parking

All independent living units, except for the type C1 and C3 cottages, will be provided with a garage and a driveway space in front of the garage for car parking for residents and visitors.

52 car parking spaces are proposed around the Main Building and near the type C1 and C3 cottages. These spaces will be available for Main Building staff and visitors, and for cottage residents and visitors. Four accessible parking spaces are proposed outside the Main Building, with a further two near the cottages. All parking spaces will be 90-degree spaces. Consistent with other operational Summerset villages, standard 90-degree spaces are proposed to be 2.6 m wide and 5.0 m long, with manoeuvring aisles at least 6.2 m wide.

5.6 Pedestrian Provision

A footpath network will connect the Ratanui Road access point to the Main Building and other key locations within the village. The proposed footpath network is shown in Figure 5-5.



Figure 5-5: Proposed footpath network

The internal network of pathways is supplemented by the slow speed / low traffic volume nature of the village roads with their 15 km/h speed limit and surface treatment, that can be safely shared by pedestrians and vehicles, as is common at Summerset villages.

Footpaths within the village are proposed with either 1.2 m or 1.5 m effective widths, depending on expected usage, again common with the standard widths adopted throughout Summerset villages. Footpaths are widened by 600 mm to allow for vehicle overhang where there is 90-degree parking up to them.

5.7 Cycling Provision

Four staff cycle parking spaces are proposed in a shelter outside the service yard. Six uncovered visitor cycle parking spaces are proposed at the front of the Main Building.

Residents will be able to store bicycles within their garages.

All roads within the village will be suitable for use by cyclists, supported by a posted speed limit of 15 km/h.

6 Traffic Generation

6.1 Retirement Village Traffic Generation

Detailed traffic surveys of a Summerset retirement village comparable to the proposed village were carried out at the Summerset Wigram retirement village in Christchurch. Table 6-1 shows the traffic generation rates calculated from these surveys for independent living units and care units. The surveyed rates capture all vehicle movements associated with the operation of the Wigram village, including movements by residents, visitors, staff and service vehicles, together with any visits by people from outside the village using amenities such as the café. These rates have been adopted in transport assessments for many retirement villages and accepted as appropriate through the consenting of those retirement villages.

Table 6-1: Recorded retirement village traffic generation rates

Unit Type	AM Peak	Village Peak	PM Peak	Daily
Independent Living Unit	0.11 vph/unit	0.25 vph/unit	0.26 vph/unit	3.03 vpd/unit
Care Unit	0.06 vph/unit	0.37 vph/unit	0.24 vph/unit	2.56 vpd/unit

The AM and PM peak rates coincide with the road network peak periods, being 7:00am-9:00am and 4:00pm-6:00pm. The 'village peak' traffic generation was recorded early in the afternoon.

The proposed Otaihanga village will operate under the same general model as the surveyed Wigram village. Accordingly, the surveyed rates are considered representative of the traffic expected to be generated by the proposed development and have been adopted for this assessment. The following Table 6-2 summarises the predicted traffic generation of the proposed Otaihanga village. It shows an expected daily generation for the completed village of around 1,000 vpd and busiest hours of 90 to 100 vph.

Table 6-2: Potential traffic generation of proposed village

Unit Type	AM Peak	Village Peak	PM Peak	Daily
Independent Living Unit	28 vph	64 vph	67 vph	779 vpd
Care Unit	5 vph	33 vph	22 vph	230 vpd
Combined	33 vph	97 vph	89 vph	1,009 vpd

The following Table 6-3 summarises the directionality recorded at the Wigram village by period.

Table 6-3: Directionality of Wigram Village traffic generation

Period	In	Out
AM Peak	48%	52%
Village Peak	53%	47%
PM Peak	53%	47%

The following Table 6-4 shows the potential hourly traffic generation by direction for the Otaihanga village based on the survey data.

Table 6-4: Potential retirement village traffic generation by direction

Period	In	Out	Combined
AM Peak	16 vph	17 vph	33 vph
Village Peak	51 vph	46 vph	97 vph
PM Peak	47 vph	42 vph	89 vph

6.2 Comparison with Plan Change 4 Traffic Generation

The PC4 transport assessment considered both standard residential development and retirement village development of the Site. The residential development scenario, comprising 235 dwellings, was forecast to generate 1,760 vehicle movements per day, compared with approximately 1,000 vehicle movements per day for an indicative retirement village. The residential development scenario therefore

generated the greater volume of traffic and was adopted as the basis of the principal transport assessments undertaken in support of PC4.

The proposed village is very similar in scale to the retirement village scenario assessed through PC4 and remains substantially lower traffic generating than the residential development scenario adopted for assessment of future development of the Site.

The transport assessment undertaken for PC4 included consideration of a future access to Ratanui Road and the ability of the wider transport network to accommodate development of the Site. The wider assessment included allowance for future traffic growth on Ratanui Road and assessment of the nearby Mazengarb Road / Ratanui Road and Otaihanga Road / Ratanui Road intersections. Subsequent evidence presented at the PC4 hearing also considered future traffic associated with the proposed Mansell development (east of the site on Otaihanga Road).

Accordingly, the effects of development traffic beyond the proposed village access point have already been assessed and accepted through the PC4 process under a scenario that generated substantially more traffic than the retirement village currently proposed. It is therefore considered that there is no need to revise the prior assessments or the conclusions reached on those matters.

7 Assessment of Ratanui Road Access Point

7.1 Vehicle Access Point Performance

The operation of a T-intersection with a right-turn bay providing access to future development of the Site was assessed through the PC4 process and found to operate safely and efficiently. The assessment was based on the higher traffic-generating residential development scenario which, as above, generated substantially more traffic than the retirement village currently proposed.

Under future traffic conditions considered through the PC4 process, the critical right-turn movement out of the Site was forecast to experience an average delay of approximately 17 seconds per vehicle and queues of just two vehicles. Accordingly, no operational concerns are anticipated in relation to the ability of the proposed access arrangement to accommodate village traffic, and the proposed form of access as presented earlier at Figure 5-2 remains appropriate.

7.2 Vehicle Access Point Safety

The proposed access point is located west of the indicative location shown on the DEV3 Structure Plan. While representing a refinement of the concept assessed through PC4, the access point remains located on the same section of Ratanui Road frontage and incorporates the same T-intersection and right-turn bay form contemplated through the PC4 process.

The proposed access point is located approximately 50 m east of the Little Farm preschool entry. This separation is sufficient to ensure that turning movements associated with the two access points operate independently and that drivers can readily distinguish traffic movements at the village from traffic movements at the preschool. Compared with the concept assessed through PC4, the widening associated with the right-turn bay has been extended further west. This allows provision of a flush median outside the preschool entry, enabling vehicles waiting to turn right into the preschool to do so in a safe central road space and be passed on the left by other motorists. This represents an improvement

over the concept assessed through PC4 and is expected to assist both the operation and safety of the preschool entry.

The 70m diverge taper associated with the right-turn bay extends west of the preschool access and past the existing vehicle crossings for 65 and 53 Ratanui Road. Access to these properties will remain available and the proposed arrangement is not expected to adversely affect the ability of residents to safely enter or leave their properties. The taper terminates prior to the cluster of vehicle crossings located further west, thereby limiting the extent of interaction between the proposed widening and existing property accesses.

Vehicle speed surveys undertaken in the vicinity of the proposed access point have recorded operating speeds in the order of 60 km/h. The proposed access concept design has been developed having regard to a 60 km/h speed environment, including provision of 70 m-long taper lengths. As confirmed through the PC4 assessment, Ratanui Road is straight and generally flat in the vicinity of the proposed access point, with good visibility available in both directions. Appropriate visibility for the speed environment is therefore available for drivers entering and exiting the village.

Vehicle tracking has been undertaken using a 9 m front-loading rubbish truck to confirm that the proposed access point can accommodate the largest vehicle expected to regularly access the village. The tracking, shown in Figure 7-1 and Figure 7-2, has been undertaken for the worst-case left-in and left-out movements. The drawings demonstrate that the rubbish truck can turn left into the village whilst remaining clear of the pedestrian refuge island and without encroaching into the village exit lane. When exiting the village, the rubbish truck tracks clear of the right-turn lane on Ratanui Road. The proposed intersection will also accommodate access by emergency vehicles, including standard fire appliances and ambulances, which are generally shorter and more manoeuvrable than the assessed rubbish truck.

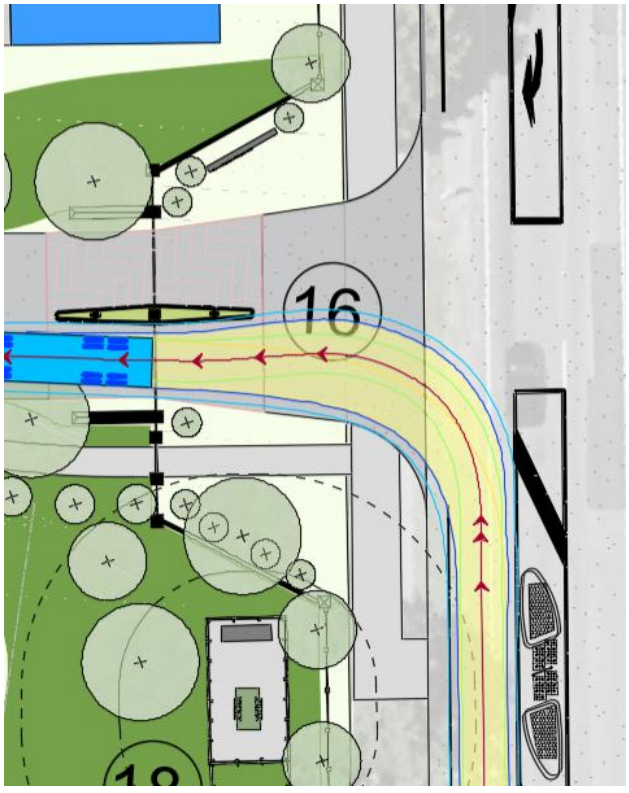


Figure 7-1: 9 m-long rubbish truck left turn entry

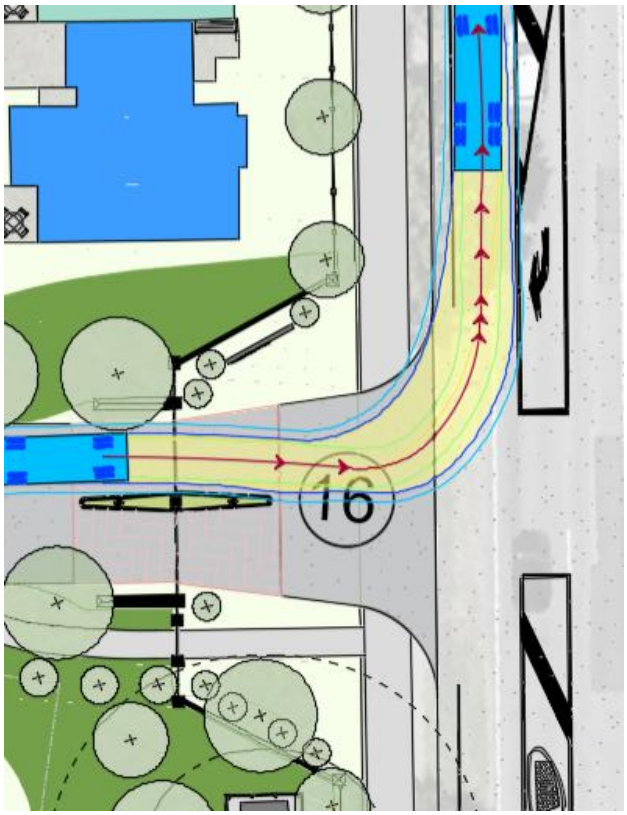


Figure 7-2: 9 m-long rubbish truck left turn exit

The proposed frontage improvements also include a pedestrian refuge crossing providing a formal crossing opportunity between the existing footpath on the southern side of Ratanui Road and the path on the northern side of the road. The crossing is expected to improve accessibility for both existing and future path users and forms part of the overall safety improvements associated with the integrated works.

Overall, the proposed access arrangement is considered to provide a safe outcome for all road users. The refined access location provides sufficient separation from the preschool access while allowing introduction of a flush median outside the preschool entry, improved pedestrian connectivity and a right-turn bay designed to suit the existing operating speed environment on Ratanui Road. Summerset has also proposed consent conditions requiring Safe System Audits of both the detailed design and completed works within the Ratanui Road corridor, providing an additional level of safety review.

8 District Plan Assessment

8.1 Major Traffic Activity

The proposed retirement village is classified as a major traffic activity under District Plan rule TR-R10 as it is forecast to generate more than 100 vehicle movements per day. Accordingly, consideration has been given to the potential transport effects of the proposal.

As discussed in Section 6.2, the traffic generation of the proposed village is very similar to that of the retirement village scenario assessed through the PC4 process and remains substantially lower than the residential development scenario adopted for assessment of future development of the Site. The PC4

assessment also considered future traffic growth and the operation of the surrounding transport network. As such, the current Summerset proposal does not cause those previous assessments to be revisited.

The proposed vehicle access point is considered appropriate by both Summerset and the Council for the traffic and speed environment on Ratanui Road. The proposal also includes frontage improvements, including a pedestrian refuge crossing, which will improve pedestrian connectivity in the vicinity of the Site and support access to the wider transport network.

The internal road and footpath networks have been designed in accordance with standards commonly adopted at Summerset villages and will provide safe and convenient access throughout the Site. The service yard accommodates manoeuvring by the largest regular service vehicle, while the parking areas provide sufficient manoeuvring space for vehicles to enter and leave conveniently. The slow speed nature of the internal roads will support safe use by pedestrians, mobility scooter users and cyclists.

Overall, while the proposed retirement village is classified as a major traffic activity under Rule TR-R10, the earlier PC4 assessment and this assessment demonstrate that the village can be accommodated safely and efficiently from a transport perspective. Accordingly, negligible adverse transport effects are anticipated.

As required by the same District Plan rule TR-R10, a Travel Plan has been prepared and is included in Appendix A to this report. The Travel Plan includes measures to promote awareness of transport options available to staff, including walking, cycling, public transport and shared travel opportunities.

8.2 Ratanui Development Area Provisions

The DEV3 provisions anticipate access to the Site from Ratanui Road via a T-intersection with a right-turn bay, generally in accordance with the Structure Plan. The proposed vehicle access point incorporates a T-intersection with a right-turn bay and associated frontage improvements, including a pedestrian refuge crossing.

While the access point is located west of the indicative location shown on the Structure Plan, the access arrangement remains consistent with the intent of the DEV3 provisions. As discussed in Section 7.2, the revised location maintains appropriate separation from the Little Farm preschool access and provides a number of operational and safety benefits, including provision of a flush median outside the preschool entry. Accordingly, the proposed access arrangement is considered consistent with the intent of the DEV3 transport provisions, and moreover provides an integrated solution for this part of Ratanui Road that also benefits others.

8.3 Transportation Rules Compliance

The proposed village has been assessed against the relevant District Plan Transport rules. The full assessment is contained in Appendix B and matters of non-compliance are assessed below.

8.3.1 TR-R3.3 Vehicle Crossing Width

The proposed access point is approximately 11.3 m wide at the Site boundary, compared with the 9 m maximum width specified by TR-R3.3. The additional width reflects the kerbed T-intersection form

adopted for the village access (as recommended by Council) and ties directly into the width of the internal village road network.

The width provides for convenient two-way vehicle movement and accommodates manoeuvring by service and emergency vehicles. Vehicle tracking undertaken using a 9 m front-loading rubbish truck has informed the proposed intersection geometry, to accommodate the largest vehicle expected to regularly access the village. The truck is able to turn left into and out of the village without encroaching into opposing traffic lanes on Ratanui Road.

The frontage path and crossing arrangement also clearly identify the village access point. Pedestrians approaching the access point will have good visibility of vehicles entering and leaving the village, and similarly drivers entering and exiting the village will have clear visibility of path users.

As assessed in Section 7, the proposed access arrangement will have negligible adverse effects on vehicle and pedestrian safety as a result of the additional width.

8.3.2 TR-R5.1 Car Parking Dimensions

Short-term 90-degree spaces are required to be 2.6 m wide and 5.4 m deep, with a minimum aisle width of 5.8 m, in accordance with TR-R5.1. The proposed spaces are 2.6 m wide and 5.0 m deep, with the manoeuvring aisle widened to at least 6.2 m. This arrangement is consistent with AS/NZS 2890.1, which provides for the reduced space length where the combined space and aisle dimension is maintained. The arrangement encourages vehicles to pull further forward within the spaces while providing a wider aisle for convenient manoeuvring. The reduced space depth therefore represents a technical non-compliance only, with no adverse effects anticipated on the operation of the parking area.

8.3.3 TR-PARK-R18 ILU Accessible Parking

The District Plan does not include accessible parking requirements specifically for retirement villages under TR-PARK-R18. For the purposes of this assessment, the independent living unit component has been assessed against the Multi-unit Residential Development provisions, being the closest comparable activity within the District Plan.

On this basis, 12 accessible parking spaces would be required for the 257 independent living units. However, all but eight of the independent living units are provided with a garage and a wide driveway parking space immediately adjacent to the dwelling they serve, which meets residents' accessibility needs. The remaining eight cottages do not include garages and are served by dedicated parking areas containing two accessible parking spaces. In addition, four accessible parking spaces are provided adjacent to the Main Building.

Given the nature of the retirement village and the parking arrangements provided, it is considered that the proposed parking layout appropriately provides for mobility-impaired users. Any non-compliance is therefore considered technical in nature and will not result in adverse transport effects.

8.3.4 TR-PARK-R19 Bicycle Parking

As for the accessible parking assessment, the District Plan does not include bicycle parking requirements specifically for retirement villages under TR-PARK-R19. The bicycle parking requirements

for the different components of the village have therefore been assessed against the closest comparable activities within the District Plan.

Although the café forms part of the retirement village Main Building, its bicycle parking requirement has been conservatively assessed separately because it is available to the public, despite primarily serving the village. For the combined Main Building, requirements of three visitor bicycle parking spaces and five staff bicycle parking spaces have been calculated. Six visitor bicycle parking spaces and four covered staff bicycle parking spaces are proposed near the Main Building. As café staff are included within the overall Main Building staff complement, and based on the total staff numbers and bicycle parking demand observed at other Summerset villages, the four proposed staff bicycle parking spaces are expected to meet demand. The shortfall of one space is therefore expected to have negligible adverse transport effects.

The independent living unit component has been assessed against the Multi-unit Residential Development provisions, being the closest comparable activity within the District Plan. On this basis, 13 visitor bicycle parking spaces and 26 resident bicycle parking spaces would be required for the 257 independent living units.

Residents of the independent living units will be able to store bicycles within garages associated with their units. Accordingly, it is considered that the resident bicycle parking requirement is adequately provided for.

No dedicated visitor bicycle parking is proposed for the independent living units. It would be impracticable to provide convenient visitor bicycle parking throughout a village of this size. Visitors who cycle to the village are likely to cycle directly to the independent living unit they are visiting and park their bicycle adjacent to that unit. This is considered acceptable within a private retirement village environment and is not expected to adversely affect the likelihood of people cycling to the village.

8.4 Signage

During construction of the village, Summerset proposes to erect advertising hoardings along the boundary fencing, to advertise the new villas, generally as illustrated in Figure 8-1 and the fuller set of signage drawings included in the application documents. As in these examples, the proposed arrangements are common installations for new villages.

The hoardings will be installed within individual bays of the new fence along the Ratanui Road frontage and on the construction panels nearer the construction access. They may be progressively relocated between bays or removed as residents occupy the village.



Figure 8-1: Example Summerset hoardings

Following completion of village construction, one fence bay may be used intermittently for promotional or event signage of a similar scale and nature, again specific to the village. There will be no non-village advertising signage.

The District Plan signage related policies (SIGN-P4 and SIGN-P5) require consideration of potential effects on traffic and pedestrian / cyclist safety, including potential obstruction or distraction, together with effects on the efficiency of the surrounding road network.

The proposed signs will be attached to the boundary fencing and will not physically obstruct Ratanui Road or the adjacent path. They will also be located clear of the village access and temporary construction access, and will not obstruct visibility between drivers entering or exiting the village and pedestrians or cyclists using the Ratanui Road path.

The individual signs will be static and oriented parallel to the road. The signs will be relatively simple in nature, comprising Summerset branding, images and sales information (as in the example in Figure 8-1), and will not incorporate changing or moving content. While intended to be visible to passing motorists, they are not expected to require a level of driver attention that would distract from the driving task.

Overall, with the proposed signage having the fundamental qualities of being site-specific, simple and placed to not present obstructions, it is not expected to adversely affect the safety of passing motorists, pedestrians or cyclists, or the safe and efficient operation of Ratanui Road.

9 Construction Traffic

Construction of the retirement village will generate temporary construction traffic, including heavy vehicles associated with earthworks, building material deliveries and other construction activities.

Construction access is proposed via a temporary vehicle access point located to the east of the permanent village access point on Ratanui Road. The temporary access position has been selected to

support efficient construction of the village while avoiding interaction with the permanent access arrangements during the early stages of development.

Good visibility is available in both directions along Ratanui Road at the proposed temporary access location. Construction traffic will operate under temporary traffic management measures as required, including management of heavy vehicle movements and any activities within the road corridor.

The effects of construction traffic will be temporary in nature and can be appropriately managed through preparation and implementation of a Construction Traffic Management Plan (CTMP) proposed as a condition of consent. The CTMP will address anticipated construction traffic levels, heavy-vehicle routes and timing, construction staff parking, access arrangements and any temporary traffic management required on Ratanui Road.

10 Conclusion

Summerset proposes to establish a comprehensive care retirement village at 65 and 73 Ratanui Road, comprising 257 independent living units together with a Main Building containing 40 assisted living suites, 20 memory care suites and 30 care beds. Vehicle access will be provided from Ratanui Road via a new T-intersection incorporating a right-turn bay.

The proposed village is forecast to generate approximately 1,000 vehicle movements per day, which is consistent with the retirement village scenario assessed through the PC4 process and substantially lower than the residential development scenario used to assess future development of the Site. The wider transport effects of development of the Site have therefore already been assessed and accepted on the basis of higher traffic generation than is now proposed.

The proposed access arrangement is designed with good operating conditions from both a safety and efficiency perspective. The refined access location provides appropriate separation from the Little Farm preschool access and allows a number of improvements to be incorporated into the frontage design, including a flush median outside the preschool entry and a pedestrian refuge crossing. The proposed internal road, parking, servicing, pedestrian and cycling arrangements are suitable for the operation of the village and are consistent with the transport design standards commonly adopted at other Summerset villages throughout New Zealand.

The identified departures from the District Plan transport standards are either minor technical non-compliances or represent appropriate design responses to the specific characteristics of the proposal and are not expected to result in adverse transport effects.

Construction traffic can be appropriately managed through a Construction Traffic Management Plan, while the Travel Plan included in Appendix A will support staff awareness of alternative travel options.

Accordingly, the proposed retirement village is supported from a transport perspective, subject to the proposed transport-related conditions of consent.

Appendices



Appendix A Otaihanga Retirement Village Travel Plan

A.1 Introduction

Stantec has been commissioned by Summerset Villages (Paraparaumu) Limited (Summerset) to prepare a Travel Plan for the proposed Otaihanga retirement village in Paraparaumu. The village will comprise a Main Building containing 40 assisted living suites, 30 care beds and 20 memory care suites, together with 257 independent living units.

The purpose of a Travel Plan is to encourage travel by modes other than single-occupant private vehicles where practical, including walking, cycling, public transport and shared travel arrangements.

This Travel Plan provides:

- a description of the village location in the context of the surrounding transport network, particularly for non-car travel modes;
- a description of the village expansion, particularly the proposed provisions for non-car travel modes;
- the aim of the Travel Plan; and
- an Action Plan to be implemented.

A.2 Village Location

Figure A-1 illustrates transport opportunities in the vicinity of the Site.

The Site is connected to the surrounding area by the existing path network, which provides opportunities for walking and recreation within the local area. Public transport services are available via Metlink Route 262, which operates along Mazengarb Road between Paraparaumu and Paraparaumu Beach. The nearest bus stops are located south of the Ratanui Road / Mazengarb Road intersection and can be accessed via the surrounding pedestrian network. The proposed crossing point and frontage upgrades on Ratanui Road will improve connectivity between the Site and the wider transport network.



Figure A-1: Walking, cycling and public transport connections in the vicinity of the site

A.3 Proposed Village

A.3.1 Overview

The proposed retirement village will comprise 257 independent living units and a Main Building containing 40 assisted living suites, 30 care beds and 20 memory care suites. Access will be provided from Ratanui Road. The village has been designed with a network of internal roads and footpaths connecting residential units, the Main Building and village amenities.

A.3.2 Provision for Non-Car Travel

The proposed retirement village incorporates facilities that support travel by modes other than the private car.

The proposed crossing point and frontage upgrades on Ratanui Road will improve connectivity between the Site and the surrounding pedestrian network. Within the village, a network of on and off-street paths will provide convenient pedestrian access between the entrance, Main Building, village amenities and residential units. The low-speed internal road environment will also support the safe use of the village by pedestrians, mobility scooter users and cyclists.

Four staff cycle parking spaces are proposed in a shelter outside the service yard. Six uncovered visitor cycle parking spaces are proposed at the front of the Main Building. Bicycle storage is also available in independent living unit garages.

Figure A-2 highlights the key walking and cycling facilities proposed within the village.



Figure A-2: Key walking and cycling facilities within the proposed village

A.3.3 Staffing

Information from Summerset relating to typical staffing levels and shifts is presented in Figure A-3.

Staff Occupancy Over a Typical Workday

Time (Hour Start)	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Day staff (20 staff)																								
Care- AM shift (22 staff)																								
Care- PM shift (15 staff)																								
Care- night shift (6 staff)																								
Total Staff	6	6	6	6	6	6	6	22	22	42	42	42	42	42	42	35	35	15	15	15	15	15	15	6

Figure A-3: Indicative staff occupancy during a typical workday

This shows that typically through the middle of the day there could be up to approximately 40 staff working in the village. Staff numbers will be lower outside of the day staff hours. While overall staff numbers are relatively small, some will have a choice of travel options to be supported by this Travel Plan.

A.4 Travel Plan Aim

The overall aim of the Travel Plan is to manage staff travel in a way that limits use of private vehicles for travel to and from the village, by promoting the use of alternatives such as walking, cycling, public transport and carpooling, with the following benefits:

- contribute to corporate social responsibility and accountability as a sustainable development, and improve corporate image as an innovative and environmentally aware organisation;
- contribute to a healthier, happier and more active workplace (assisting in reducing costs associated with staff sick days) by promoting healthy forms of transport through walking and cycling trips;
- fostering camaraderie amongst work colleagues through ride-pooling (noting staff would likely be starting and finishing at similar times, making carpooling a potentially convenient practice);
- potentially improve staff fitness levels through encouraging more use of active forms of transport;
- promote financial benefits of walking and cycling such as saving on vehicle running costs, parking etc. (which ties in with promotion of carpooling); and
- reducing the organisation's carbon footprint due to fewer vehicle-kilometres travelled.

For the village development, the targeted travel is that of staff commuting to and from the Site. As this is a daily journey that typically does not vary in its length or destination, it is the easiest travel habit to change. However, it is acknowledged that shift workers often do not have the same opportunities for uptake of non-car travel modes due to early or late starts or finishes, often in nighttime conditions, making non-car modes less viable. Also combined with this, the Kāpiti region is a relatively long series of suburbs, and many of the staff are likely to need to travel longer distances to work, which will influence practicalities of non-car travel modes.

The actions in the following section have been developed acknowledging the above points as well as the modest staff numbers and the fact that shift changeovers will occur outside of peak times.

A.5 Actions

The actions outlined below are readily implementable actions which are considered to be of an appropriate level for the nature of the village.

Table A-1. Action Plan

Goal	Actions
Increase journeys to work by carpooling	Facilitate in-house carpool scheme.
Increase use of public transport	Promote awareness of bus service which runs on Mazengarb Road, as well as walking connections to and from the nearest bus stops. This can be included in induction packs for new staff and also communicated to staff at appropriately regular intervals, but noting the current nearest stops are at about the maximum distance people would be prepared to walk.
Encourage walking and cycling trips	Promote awareness of safe and convenient walking and cycling routes to and from the Site. This can be included in induction packs for new staff and also communicated to staff at appropriately regular intervals.
	Promotion of cycle storage facilities. This will include making sure all staff are aware of the cycle parking facilities available.

An important component of developing and implementing the Travel Plan is to appoint a Travel Plan Coordinator, who will take on the responsibility for the actions listed above. This is proposed by Summerset as a wider village initiative.

In line with Table A-1 above, the Travel Plan Coordinator will have the following key responsibilities:

- coordinating implementation efforts;

- communicating the Travel Plan to the staff and promoting awareness and participation;
- hosting any social media pages to support carpooling; and
- ensuring all travel promotional material and information is regularly updated, so that staff are kept informed.

Appendix B District Plan Transport Rules Compliance Assessment

District Plan Requirement	Proposed Provision	Compliance
TR-R2 Vehicle movements		
2. In all other zones, any activity must not generate more than 100 vpd	The proposed village is forecast to generate approximately 1,000 vpd.	No - see assessment in report Section 8.1
TR-R3 Site access and loading		
1. Every site must provide vehicular access over land or by mutual right of way or service lane for parking and/or loading and shall be in accordance with TR-Diagram 2 (ground clearance templates)	The proposed village will be accessed via a vehicle crossing from Ratanui Road. The site is relatively flat and there will be no issue with ground clearance.	Yes
2. All vehicle accesses and pedestrian accesses must be designed, constructed and maintained to ensure that: - they are able to be used in all weather conditions; - they have no adverse impact on the roadside drainage system; - surface water and detritus does not migrate onto the highway pavement	All village roads and footpaths will be sealed.	Yes
3. All vehicle accesses must meet the following: - be a minimum of 3.5 metres wide, except for as set out in TR-Table 1. - be a maximum of 9 metres wide	The Ratanui Road vehicle crossing is proposed to be 11.3 m wide at the boundary.	No - see assessment in report Section 8.3.1
4. Sites containing non-residential activities and which provide more than 6 carparks, shall provide two-way vehicle accesses which must be a minimum of 6m wide.	Vehicle crossing will accommodate two-way car movement	Yes
7. Where a site is located near an intersection having volumes less than 1,000 vehicles in any peak hour; the minimum distance between the crossing point and the roadway edge or kerb line must be 9m measured from the intersection point of the kerb lines or 4.5m from the tangent point of the kerb lines whichever is greater	The nearest intersection is located greater than 100 m from the proposed village access location.	Yes
8. For major traffic activities - no crossing point must be located closer to any intersection than the distance specified in TR-Table 2: Vehicle access on a Local Community Connector or Neighbourhood Access route to be at least 15m from Local Community Connector or Neighbourhood Access route intersection.	The nearest intersection is located greater than 100 m from the proposed village access location.	Yes
9. The required minimum sight distance between the vehicle access and the road must be in accordance with TR Diagram - 3 and TR-Table 3: Private access on other roads with 60km/h speed limit – 50m sight distance	200+ m sightlines will be available along Ratanui Road from the proposed access location.	Yes
12. Commercial properties must ensure that all buildings and parking areas are designed so that sufficient manoeuvring space is provided on-site to ensure no reversing onto the road is necessary.	No reversing onto Ratanui Road will be necessary.	Yes
15. All landscaping adjoining the road boundary of subject sites, must be designed and maintained so that visibility to and from the crossing point complies at all times with the	Landscaping within the village will not impact sightlines to / from Ratanui Road.	Yes

District Plan Requirement	Proposed Provision	Compliance
minimum standards sight distances set out in TR Table 3 Sight Distance Dimensions.		
TR-R4 Design and Layout of Vehicle Parking for All Activities		
1. All parking must be formed, marked out and maintained for use in all weathers	Vehicle parking and manoeuvring areas on-site will be sealed.	Yes
2. Surface water originating from the parking area must be managed without adversely impacting other properties either upstream of downstream of the development subject site.	Stormwater design is addressed by others.	N/A for transport assessment
3. Vehicles using the parking area must only use the formed vehicle access point to enter and exit the vehicle parking areas	The single vehicle crossing to Ratanui Road will be well defined and the requirement will be met.	Yes
TR-R5 Parking Layout and Design for All Activities Except Residential Activities		
1. All parking must be sealed or otherwise maintained to have a dust free surface, at all times, and shall comply with car parking dimension standards in TR-Diagram - 8 of this chapter. Short-term 90-degree spaces required to be 2.6 m wide x 5.4 m deep with a 5.8 m aisle.	The proposed parking areas will be sealed. 90-degree spaces proposed 2.6 m wide x 5.0 m deep with at least a 6.2 m aisle.	No - see assessment in report Section 8.3.2
2. All parking must be formed, marked out and maintained for use in all weathers.	The proposed parking areas will be formed, marked and maintained.	Yes
3. When a parking area is required to accommodate three or more vehicles, parking spaces together with access and turning spaces must be designed so as to ensure that vehicles are not required to reverse either on to or off legal road.	No reversing onto Ratanui Road will be necessary.	Yes
TR-PARK-R6 Heavy trade vehicle access		
1. Heavy trade vehicle accesses must be designed and constructed to carry the volume and weight of traffic likely to use the access and shall be designed in accordance with TR-Diagram-4 (NZTA Diagram D)	Vehicle crossing will be designed to accommodate heavy vehicle movements. Diagram D standard not applicable in urban setting. Proposed access point with right turn bay considered to exceed requirement.	Yes
2. The surface of a heavy trade vehicle access must be constructed to the same standard as the adjoining road carriageway. This requirement must be deemed to have been complied with if the first 12 m of the vehicle access is so constructed.	Vehicle crossing will be designed to accommodate heavy vehicle movements.	Yes
3. Heavy trade vehicle accesses must be designed and constructed so that no heavy trade vehicle has to cross the road carriageway centreline when making a left turn.	Rubbish trucks will be able to turn left in and left out without crossing Ratanui Road centreline	Yes
TR-PARK-R18 Accessible parking		
Accessible carparks must be provided at the rate shown in TR-Table 6A below: -for Supported living accommodation, 21-200 staff members or 41-400 beds – 2 spaces -Café (assessed as a restaurant) accommodating 51-500 people – 2 spaces -for Multi-unit residential, 257 ILUs require 12 accessible spaces	Four accessible spaces are proposed at the main building. Two accessible spaces proposed at the cottages	No, see report Section 8.3.3 re accessible parking for ILUs
TR-PARK-R19 Cycle parking		

District Plan Requirement	Proposed Provision	Compliance
1. Cycle parking must be located no more than 25 metres from the entrance to the destination for all activities listed in TR-Table-6B	Visitor cycle parking is within 25 m of the main building entrance	Yes
2. Cycle parking shall: -be securely anchored to an immovable object; -support the bicycle frame and front wheel; -allow the bicycle frame to be secured; -be accessible for users of all ages and abilities; -provide a minimum separation distance of 1.2 metres between cycle stands; -provide a minimum separation distance of 1 metre between any marked carpark space, wall or any other obstruction; -be clearly signposted or visible to cyclists entering the site; -be located so as not to impede pedestrian thoroughfares, including areas used by people whose mobility or vision is restricted; -be located so that the bicycle is at no risk of damage from vehicle movements within the site; and -be in a covered area and in an area excluded from general public access when provided exclusively for staff/employee use.	Staff cycle parking within the shelter and visitor cycle parking in front of the main building are able to meet the standards	Yes
Cycle parking must be provided at the rate shown in TR-Table 6B below: -for Supported Living Accommodation, 90 residents, 2 visitor spaces, 3 staff spaces. -for 120 m^2 café (assessed as restaurant), 1 visitor space, 2 staff spaces -for Multi-unit residential, 257 ILUs require 13 visitor and 26 resident spaces	4 staff cycle parking spaces and 6 visitor cycle parking spaces are proposed near the main building. No visitor cycle parking proposed with ILUs	No, see report Section 8.3.4 re ILU visitor bicycle parking and main building staff bicycle parking

Stantec

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

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