Outlook

FW: 7-9 Mead Avenue - Further Information Response

From Jake Woodward <jake@jakewoodward.co.nz>
Date Mon 14/09/2026 3:10 PM
To Kim Banks <Kim.Banks@codc.govt.nz>; Dave Smith <dave.smith@abley.com>
Cc Todd Langwell <todd@trafficplanning.co.nz>

1 attachment (2 MB)
250751 VTD - Final.pdf;

Hi Kim and Dave

Following on from our meeting the other day, please see **attached** and below, a response to the RFI queries for parking/transport. Todd and reproduced the RFI in blue below for ease of reference. The key takeaway that I take from Todd's email is that he has relied on some date of vehicle ownership relative to number of bedrooms which works out that despite the District Plan only requiring one carpark per unit (for residential), the ownership data would suggest anywhere between 56-69 carparks. This would suggest there is the potential for a spillover of car parking demand beyond the site of between 17 and 23 cars. This would be consistent with the maximum spill over parking demand of around 19 cars for a fully occupied VA activity.

In addition, Todd has noted that for VA, data for Cromwell for Air BNB style accommodation reports the busiest month in February registering a 58% occupancy level with the occupancy of motel type accommodation peaking at around 69%.

Please let me know if there is any clarification, further questions required. Appreciate you looking into this.

Regards

Jake Woodward
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From: Todd Langwell <Todd@trafficplanning.co.nz>
Sent: Friday, 11 September 2026 11:26 am
To: Jake Woodward <jake@jakewoodward.co.nz>
Subject: 7-9 Mead Avenue - Further Information Response

Hello Jake,
Following our meeting on Monday, please accept the following information. For ease of reference, I have repeated the requests in *italic blue* from Abley below and then responded below.

1. *Please undertake further assessment of the cumulative effects of parking overspill onto Meads Ave and (if required) further afield. This extent of overspill should be shown on a plan to demonstrate the areas where vehicles will typically be parked and take into consideration:*
   a. *the current observed daytime and overnight parking occupancies on the surrounding local roads; and*
   b. *anticipated parking overflow associated with neighbouring activity including the unimplemented resource consent for 3 Meads Ave (RC230111V2) and future zoned activity at 5 Meads Ave; and*
   c. *the anticipated 'worst-case' parking overflow (19 vehicles) on the Site as identified in the prior RFI response.*

2. *Based on the outcome of RFI 1 please undertake an assessment of the impacts of the parking overspill on the functionality and amenity of the impacted area. This should include consideration of access for rubbish trucks, fire and emergency vehicles and opportunities for vehicles to pass each safely other along the full extent of Meads Ave and surrounding roads (e.g. Neplusultra Street and/or Barry Ave).*

TPC Response
Please find enclosed an updated map of the available parking in Mead Avenue with a Council refuge truck overlayed. There is space for a total of 54 cars to park in Mead Avenue. We have identified serval places where cars can utilise "gaps" in the parking to pass opposing vehicles.
For ease, we have highlighted (in red) the expected location if there were to be 19 cars of parking overspill from 7-9 Mead Avenue.

As set out in our earlier response, we consider this to be a conservative assumption, and any overspill will be much less than this. The following points are noted in this regard:

1. As is typical with most Visitor Accommodation (VA) operations, the overall occupancy is unlikely to be at 100%, therefore those dwellings that are available for VA use are unlikely to all be occupied at the same time further reducing any overall minimum parking demand. In my experience, VA occupation rates vary depending on many seasonal factors and their location. Data for Cromwell for Air BNB style accommodation reports the busiest month in February registering a 58% occupancy level. Also, the occupancy of motel type accommodation peaks at around 69%.
2. Given the nature of the proposed dwellings, it is highly likely that if they are used for VA, it will include some families, and most likely with the use of a single vehicle further reducing the potential parking demand.
3. With regard to a baseline of effects and the expected parking demand of the consented residential activity, I have considered data from Transport for New South Wales' *Guide to Transport Impact Assessment* (2024) (*TfNSW*) to understand car ownership and car parking demand rates for residential activities. Table 8.3 of the guide (set out below) sets out the rates that should be applied to medium density residential activity. I would consider the site to sit somewhere between a category 2 and category 3 environment, where:

Category 2 *- Typical of outer urban areas or regional centres with more variability in alternative transport options and medium car mode share.*

Category 3 *- Typical of outer urban areas or regional centres with more variability in alternative transport options and medium car mode share.*

Table 8.3. **Medium density residential dwellings – TfNSW reference rates per dwelling**

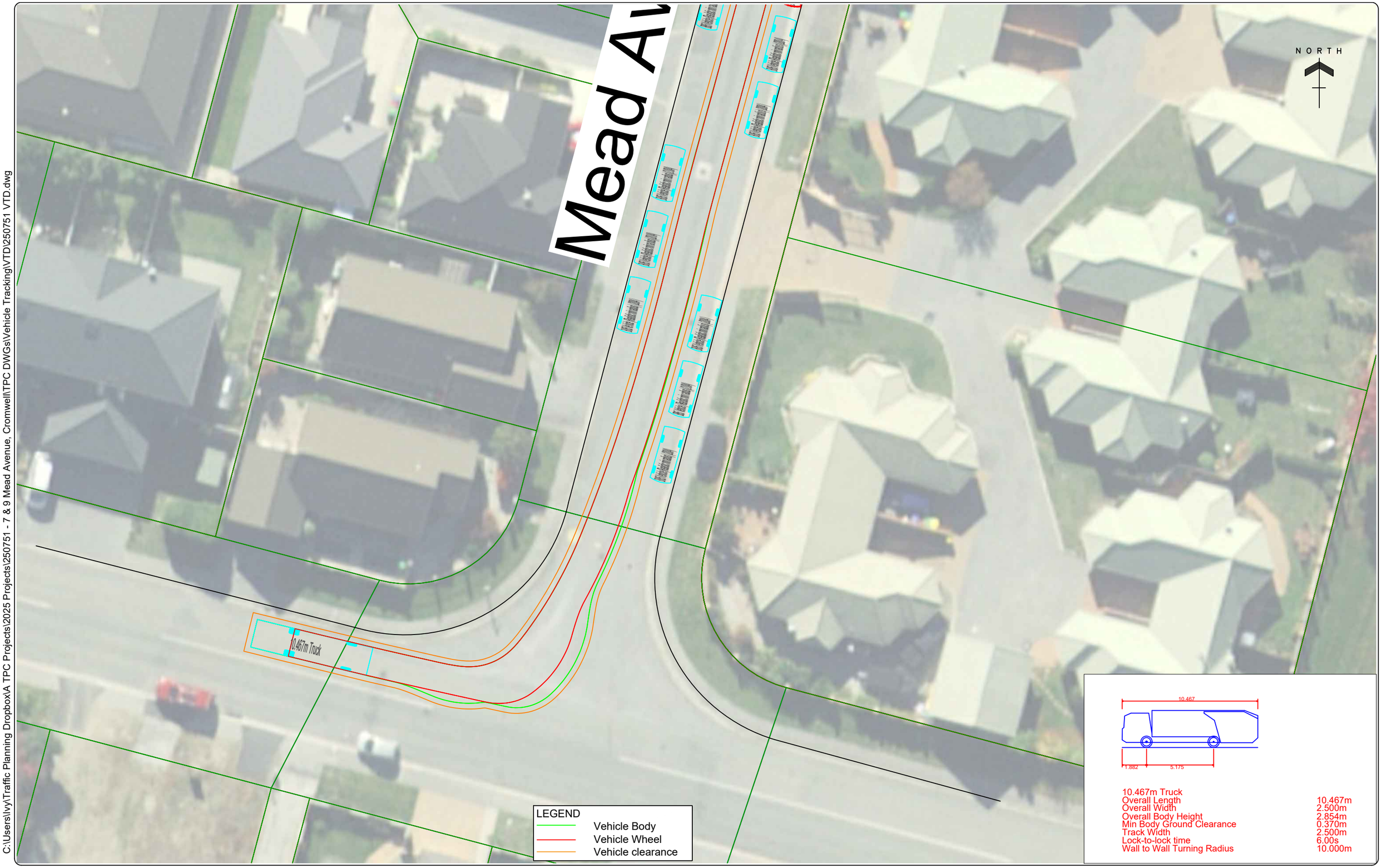
Category	Studio/1 br	2 br	3 + br	Visitor
1	0.5	0.8	1.2	1 space per 5 dwellings
2	0.7	1.0	1.6	1 space per 5 dwellings
3	1.0	1.7	2.0	1 space per 5 dwellings

4. From my observations of the existing households in the nearby medium density Wooing Tree Estate, most households appear to have a parking provision consistent with category 3, with a garage parking space and a secondary parking space outside the garage.
5. Application of the category 2 rates results in an estimation of a car parking demand for the consented 32 dwellings of 50 resident's cars and 6 visitor's cars or a total demand of 56 parking spaces. Under category 3, the total parking demand would require about 69 parking spaces.
6. Therefore, with the existing consented 33 car parking spaces provided on site, there is the potential for a spillover of car parking demand beyond the site of between 17 and 23 cars. This would be consistent with the maximum spill over parking demand of around 19 cars for a fully occupied VA activity.
7. While category 2 - 3 is modelled it is noted that there are no specific conditions constraining numbers of private vehicles per residential dwelling. It is possible that a 3-bedroom dwelling could have up to six people living in it each with a private car, there is no control encouraging single vehicle travel with any residential activity.

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Rev	Revisions	By	Date

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Level 1, 400 Titirangi Rd, Titirangi, P.O Box 60-255, Auckland 0604
Phone: 09 817-2500 www.trafficplanning.co.nz

Project Title
Residential Development
7 & 9 Mead Avenue, Cromwell

Sheet Title
Vehicle Tracking - Rubbish - 10.467m (500mm clearance)

Designed	IY	Drawn	IY	Project No - (Sheet No)	Scales 1:300 (A3)
Checked	TL	Approved	TL	250751 VTD - (1)	Date 11.09.26

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Proposed no stopping at all times road marking

Proposed no stopping at all times road marking

Potential Overspill

Potential Overspill

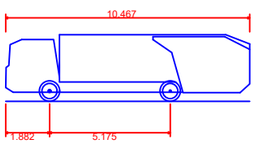
ad Avenue

RUBBISH

BIKES

N O R T H

LEGEND
- Vehicle Body
- Vehicle Wheel
- Vehicle clearance



10.467m Truck	
Overall Length	10.467m
Overall Width	2.500m
Overall Body Height	2.854m
Min Body Ground Clearance	0.370m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	10.000m

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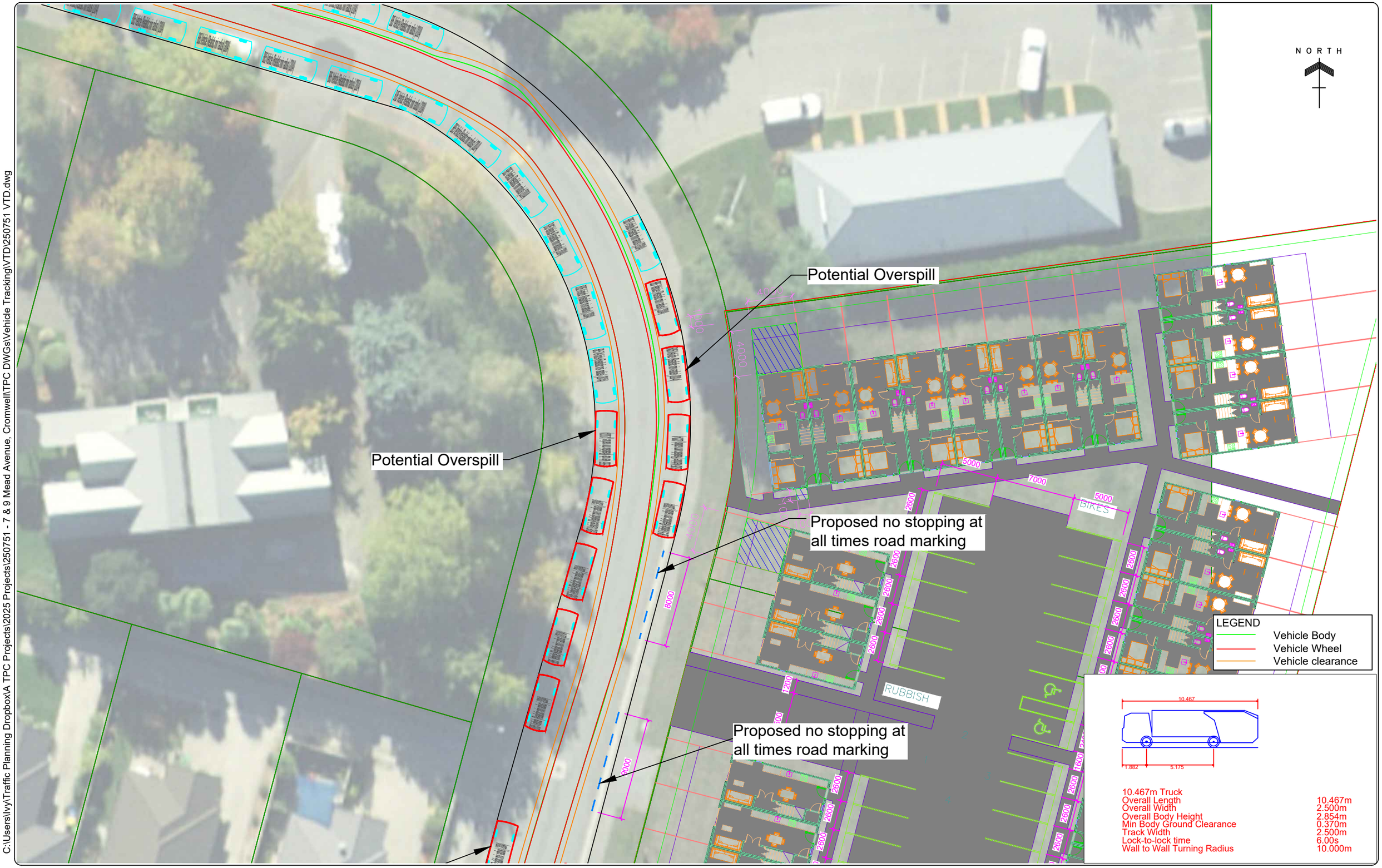
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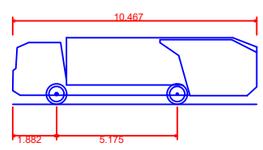
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NORTH

LEGEND
- Vehicle Body
- Vehicle Wheel
- Vehicle clearance

Poten



10.467m Truck	
Overall Length	10.467m
Overall Width	2.500m
Overall Body Height	2.854m
Min Body Ground Clearance	0.370m
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