

Transport Assessment on Resource Consent Application

12 May 2022

Service Request No: 510418

Site Address: 110 Jervois Quay

Introduction:

The proposal is for the development of commercial building within the existing Michael Fowler Centre (MFC) precinct. The site is in a centre area district plan zone.

Legislative Requirements (i.e., District Plan / Standards) and Assessment:

On-site Parking

- No on-site carparks are proposed.
- There is no requirement for parking in the district plan.
- The proposal removes 26 car parks currently existing in this site.

On-Street Parking

The proposal removes on-street tour coach parking. The proposal has changes to street parking and existing roading infrastructure as well. I have suggested condition below for detailed plan regarding changes to existing roading.

Bicycle Parking

- The proposal has no bicycle parking. There is no requirement for cycle parking at this stage in the district plan. Consideration should be given to bicycle parking for employees (who regularly works in this proposed building) within the building.

Servicing

- The proposal doesn't meet the district plan standards regarding on-site loading area.
- No separate servicing area is indicated on the plans. This is acceptable due to the location and demand of the site.
- The proposal has loading area on the street which will need traffic resolution.
- The rubbish collection arrangements for this building should be managed. Service management plan (SMP) is necessary to avoid any future servicing issues.
- I had a discussion with Stantec regarding servicing. Stantec informed that they are proposing one service loading plan for surrounding buildings including this MFC.

Site Access

The existing MFC building has three existing vehicle access. Two vehicle access along Wakefield St and one along Harris Street.

None of these are dedicated for this proposed building.

Conclusion:

The proposal is acceptable from transport perspective.

The following conditions/advice notes should be included on the decision:

Suggested Conditions

Traffic Resolution:

- The proposed loading area on street and removal of tour coach parking needs traffic resolution. The applicant should provide a plan showing the changes to road markings required and the existing and proposed locations of any parking signs or any other signs affected. This can be done post consent

As it may be necessary for the Council to modify the legal traffic restrictions because of this proposal, the applicant should provide at least 4 to 6 months' notice in advance of the proposed loading area being constructed, for the legal resolutions to be processed.

All costs involved in modifying the existing road, including signage and road marking changes are to be met by the consent holder and work must be completed to the satisfaction of the Compliance Monitoring Officer.

Detailed Road Changes plan:

- For the new building, detailed plans showing the design and specifications for all required roading, and footpath modifications must be submitted to and approved by the Compliance Monitoring Officer, prior to any construction works commencing. All changes including changes on Wakefield St and Jervois Quay. These plans should cover details of all proposed additions and alterations to the public roads, including footpaths, kerb and channel, carriageway alterations (including storm water controls) with levels and materials, all of which will need to follow the Council's Infrastructure code of practice requirements.

Note: The Compliance Monitoring Officer will consult with the Transport Consents team about this condition.

All costs involved in modifying the existing road, including signage and road marking changes are to be met by the consent holder and work must be completed to the satisfaction of the Compliance Monitoring Officer.

Construction Traffic Plan

- The consent holder must submit a Construction Traffic Plan (CTP) to the CMO at least 10 working days before any works commence on the site.
- The CTP must be certified by the CMO in consultation with the Traffic / Vehicle Access Team before any work begins.
- The CTP must include methods to avoid, remedy or mitigate adverse construction traffic effects during the works. The CTP must include but not be limited to the following matters:
 - Timing of specific work phases.
 - Key activities and anticipated traffic levels for each work phase.
 - Expected frequency of vehicle movements specific to the construction phase, with details of the proposed hours and days of week. Vehicle movements into

- and out of the site should be restricted during peak traffic times (7-9am and 4-6pm weekdays).
- Locations of where construction related vehicles will park, wait, turn and carry out loading and unloading of materials.
 - Locations where construction materials would be stored.
 - Arrangements for temporary traffic management, including pedestrians, car-parking and servicing.
 - Temporary pedestrian safety measures, including directional signage where applicable.
 - Details of how servicing and access to adjacent site activities will be provided for, specific to each development phase.
 - Methods for the public to contact the site manager for complaints. There should be a 1 m² sign facing the public footpath at all points of entry to the site with the site manager's contact details
- The consent holder must carry out the work in accordance with the certified CTP.

Note:

- The CTP does not constitute an approved Traffic Management Plan (TMP) for any of the works. This approval must be gained separately. The TMP must reflect each different stage of the project including vehicle movements in and out of the site;
- A Corridor Access Request (CAR) must be approved before construction activities within the road corridor starts. This is for mitigating public safety risks associated with the proposed earthworks and construction activities. The application needs to be made through <https://www.submitica.com/>.
- A Road Usage Licence (RUL) is necessary if any temporary structures or sole use of space (scaffolding, hoarding, loading zones, tower crane positioning, gantry etc.) are needed on road reserve during any stage of the development and construction. Please note additional fees can occur and will apply when occupying legal road reserve for private use. A quote will be sent to you for acceptance if this applies.

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T/L Transport Consents