

#110 Jervois Quay Development Integrated Transport Assessment

PREPARED FOR MFC DEVELOPMENT LIMITED PARTNERSHIP | MARCH 2022

We design with community in mind



Revision schedule

Rev No	Date	Description	Signature of Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
0	15/12/2021	Draft	JW	MGG	MGG	MGG
1	1/03/2022	Final	JW	MGG	MGG	MGG



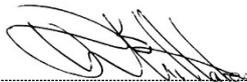
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Quality statement

Project manager	Project technical lead
Jamie Whittaker	Mark Georgeson

PREPARED BY

Jamie Whittaker



1 / 03 / 2022

**REVIEWED AND APPROVED FOR
ISSUE BY**

Mark Georgeson



1 / 03 / 2022

Level 15, 10 Brandon Street, Wellington Central, Wellington 6011

PO Box 13-052, Armagh, Christchurch 8141

STATUS Final | Project No 310204858



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1 Introduction

Stantec has been commissioned by 'MFC Development Limited Partnership' to examine and describe the traffic and transportation needs and effects of a proposed development within the existing Michael Fowler Centre (**MFC**) precinct, at #110 Jervois Quay.

The proposal plans provide for the development of a new base-isolated 8-storey building accommodating predominantly commercial office space, with some ancillary retail tenancies on the ground floor. The proposed new building has been designed to achieve a 5 Green Star rating, and supports a sustainable transport outcome through provision of dedicated on-site secure cycle parking and end of trip facilities. Further, it has been designed to facilitate pedestrian permeability between Wakefield Street and the Quays and, with the suite of recommended off-site works, to significantly improve the 'City to Sea' connectivity between Cuba Street / Opera House Lane and the waterfront.

This Integrated Transport Assessment (**ITA**) forms part of the resource consent application for the development and has been progressed with due regard to the policies and standards contained within the Wellington City District Plan (**District Plan**) and other relevant industry standards.

The ITA has been prepared to examine and describe the assessment undertaken of the transportation features and effects of the proposal, and includes consideration of the following key matters:

- the form and function of the existing local transport network;
- the transport related components of the development proposal, including in relation to the 'off-site' changes that are recommended to improve and better integrate the pedestrian amenity within the site vicinity;
- the servicing demands and practices generated by the building's activities and how these are proposed to be accommodated, and how servicing of the adjacent established MFC activity will be safely maintained; and
- alignment with the relevant transportation rules of the District Plan.

By way of summary, this report concludes that the proposal aligns well with the intent of the District Plan, and that development of this site to deliver a new commercial office building will achieve good transportation outcomes, including with associated improved active mode facilities and connections.



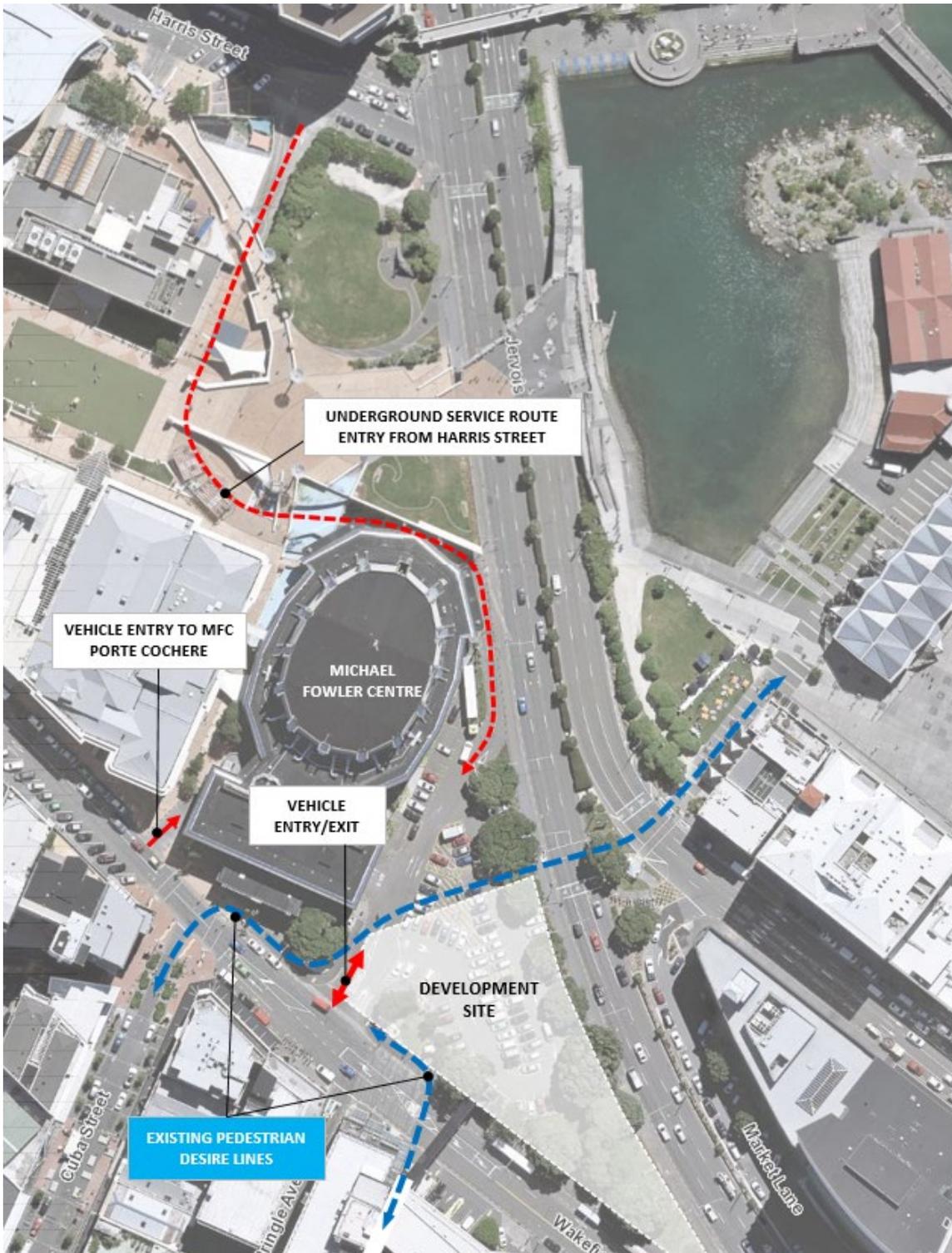


Figure 2: Aerial Photograph of the Site (Source: Council GIS)

The proposal site has frontage to both Jervis Quay (to the north) and Wakefield Street (to the south). Each of these streets is described in more detail below.

2.1.1 Jervis Quay

Jervis Quay is classified as an Arterial Road and serves as the primary waterfront route carrying traffic through the CBD. Given its primary road function, no direct site access is currently provided or proposed off Jervis Quay. Immediately adjacent to the development site, signalised crossings provide for pedestrian access to the Wellington Waterfront.

2.1.2 Wakefield Street

Wakefield Street, which runs generally east-west adjacent to the site, is classified as a Local Road. It is noted that Wakefield Street is subject to a vehicle access restriction, which seeks to minimise new site driveways on streets where manoeuvring vehicles may cause delay to through traffic, or where vehicles crossing the footpath can cause a reduction in pedestrian amenity. This proposal delivers an improvement towards this intent by removing some existing vehicle activity related to the site, and by not including any site parking. Just west of the site, Wakefield Street intersects with Cuba Street via a signalised T-intersection, with traffic at this point able to exit Cuba Street but not enter it (i.e. one-way egress only). The Wakefield Street kerbside space immediately adjacent the proposal site accommodates a former Greater Wellington Regional Council (**GWRC**) bus stop and coach layover.

Footpaths are provided on both sides of Wakefield Street, with pedestrians able to cross the carriageway via the signalised crossings at Cuba Street, and Taranaki Street to the east. A former central median island opposite Opera House Lane that allowed pedestrians to cross the carriageway in stages has recently been removed (as illustrated later in Figure 4); this is understood to be a temporary measure whilst Council undertake some underground services work in the road carriageway. The existing pedestrian overbridge that extends across Wakefield Street from the rear of the James Smith complex, which has been closed for a number of years, is to be removed as part of the proposed site development.

These existing roading characteristics are illustrated in the photographs included at **Figure 3** and **Figure 4**.



Figure 3: View west along Wakefield Street (Development Site on the right)



Figure 4: View east along Wakefield Street (Development Site on the left)

2.2 Site Access

A total of three established vehicle accesses serve the current MFC precinct (as illustrated earlier in Figure 2), which can be summarised as follows:

Wakefield Street

Two vehicle driveways connect to the site off Wakefield Street:

- an 'entry only' driveway immediately west of the Cuba Street T-intersection provides access to the MFC porte cochere/ drop-off, with vehicles then circulating clockwise into the MFC carpark; and
- the main MFC precinct two-way driveway that connects to Wakefield Street just east of the Cuba Street T-intersection.

Harris Street Service Vehicle Connection

- a dedicated service vehicle access connects off Harris Street via the one-way underground route beneath Civic Square, which emerges at the northern end of the MFC building immediately adjacent to the loading dock. These vehicles then exit the site via the main Wakefield Street driveway.

Together these accesses accommodate a mixture of service vehicle, staff, and MFC visitor drop-off/pick-up demands. It is noted that the main MFC precinct driveway off Wakefield Street straddles the development site boundary and the wider MFC precinct.

2.3 Traffic Patterns

Wakefield Street adjacent to the development typically accommodates around 6,000 vehicles¹ per day, with westbound and eastbound flows during the week being generally tidal in nature, with westbound flows generally higher in the AM and eastbound flows being larger in the PM. Weekend flows are usually smaller.

¹ Data from Council Traffic Tube Counter undertaken in March 2019 (pre-Covid)



With the removal of the current on-site car parks serving the RNZB and the small number of on-site car parks within the adjacent MFC precinct, which is provided for as part of the development plans, a commensurate reduction in the traffic volumes generated at the existing driveways from that experienced today will occur.

2.4 Road Safety

For the purposes of reviewing the road safety in the vicinity, an examination of the Waka Kotahi NZ Transport Agency’s national ‘Crash Analysis System’ (CAS) database for the section of Wakefield Street adjacent to the site has been undertaken, with a view to identifying any pre-existing safety issues. The search captured any crashes that occurred in the latest complete 5-year period.

The search area and collision record are summarised in **Figure 5** and **Table 1**, below.

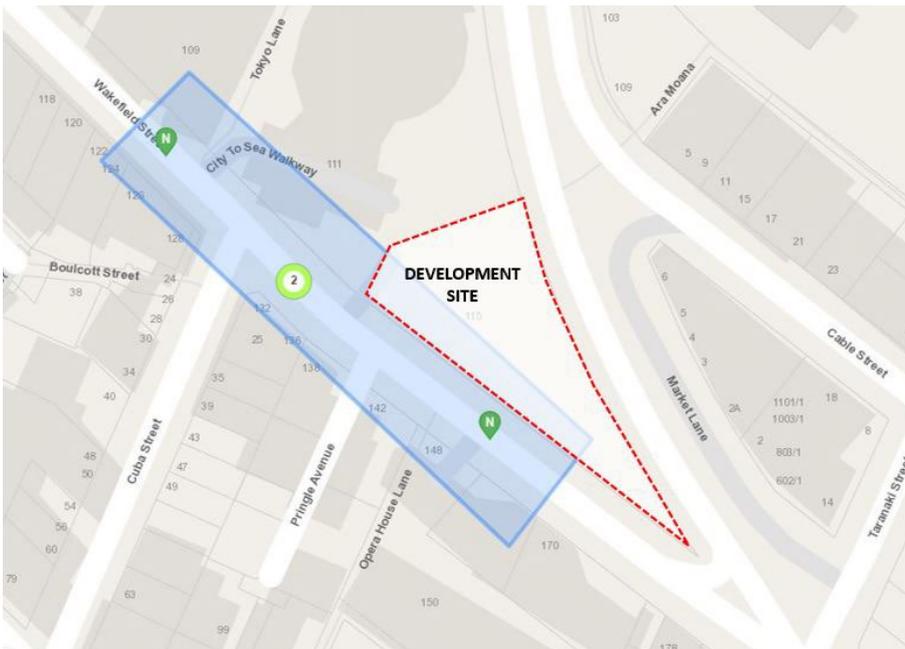


Figure 5: Crash Search Study Area

Table 1: Summary of Accident Record

Location	Date/Time	Severity	Description
Wakefield Street (west of Cuba Street)	Thur 9 Mar 2017, 2:10pm	Non-injury	Vehicle manoeuvring at angle car park reversed into westbound vehicle on Wakefield Street. ‘Did not check/notice another vehicle behind’ was recorded as causal factor.
Wakefield Street / Cuba Street intersection	Sat 4 August 2016, 8:20pm	Non-injury	Eastbound vehicle on Wakefield Street collided with a vehicle in front stopped at the traffic lights (rear-end crash). ‘Alcohol/drugs’ recorded as causal factor.
Wakefield Street (east of Cuba Street)	Thur 29 Sept 2016, 10:15am	Non-injury	Eastbound vehicle on Wakefield Street performing a U-turn, collided with a westbound vehicle. ‘Did not check/notice another vehicle behind’ was recorded as causal factor.
	Mon 3 June 2019, 12:25am	Non-injury	Eastbound vehicle on Wakefield Street lost control and left carriageway to the right, colliding with pole. ‘Alcohol’ recorded as causal factor.

As shown, a total of four crashes have been recorded within the search area over the last five years, with all of these being non-injury (i.e. damage only). None of these occurred at the MFC precinct driveways.

It is apparent then that the established vehicle connections to the site and wider precinct currently operate in a safe manner. Accordingly, with the decrease in on-site precinct parking that will in turn reduce the number of associated entry/exit movements, these driveways are assessed as being able to continue to operate safely.



2.5 Sustainable Transport Modes

As described above, the pedestrian network in the vicinity of the site is well established, with generous footpaths provided on all adjacent streets, along with shared space and pedestrian connections to the Golden Mile at Manners Street (via Opera House Lane and Cuba Street), and Wellington Waterfront (via the signalised pedestrian crossings on Jervois Quay). The MFC precinct currently experiences a reasonable 'through-site' pedestrian flow associated with those walking to and from the waterfront. As intimated earlier, substantial improvements within the MFC precinct to better accommodate this existing desire-line are proposed, along with some recommended off-site improvements to further enhance the pedestrian amenity in this part of the City.

The site is also conveniently located in respect of access to the main Wellington city bus routes which operate along Manners Street to the south, with associated bus stops located just 3-minutes' walk from the development site. These bus stops serve the main trunk route through the city and accommodate the major bus services that connect to Wellington rail station, the surrounding suburbs, and the wider region, as summarised in **Figure 6** below.

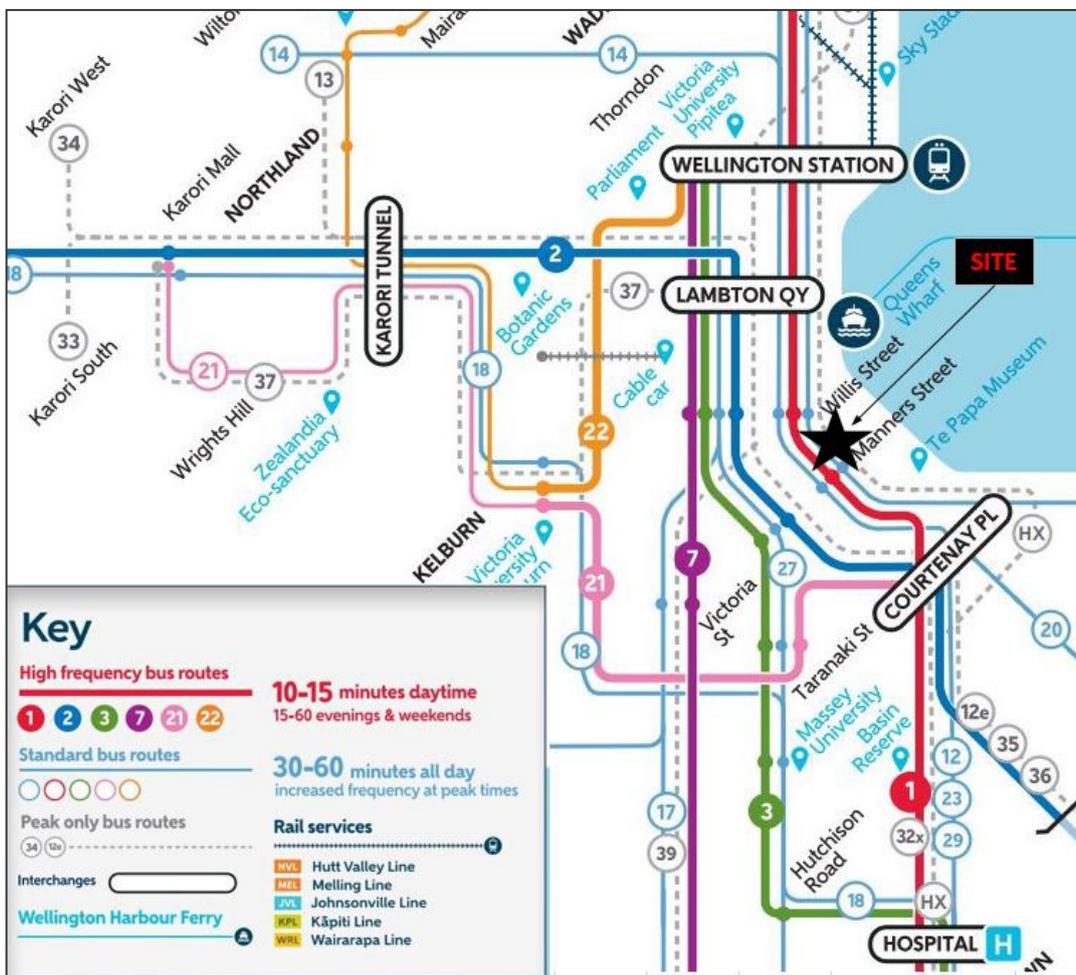


Figure 6: Bus Service Network Map (Source: Metlink website)

3 Development Proposal

3.1 Existing Site Use

The development area extent currently accommodates a temporary building that houses the RNZB, along with approximately 11 marked car parks reserved for RNZB staff.

3.2 Proposal

Full details of the proposed development are set out and described in the wider application documents. Broadly, it is proposed that the RNZB temporary building be removed, and a new 8-storey commercial building be constructed on the site. The new building, which will be base-isolated, comprises approximately 15,000m² Gross Floor Area (**GFA**) and will accommodate predominantly commercial office space, with some retail tenancies on the ground floor fronting the proposed new landscaped areas of the wider MFC precinct. Pedestrian entrances to the new building will be provided directly from Wakefield Street as well as the MFC precinct to the west and north. The plans show secure cycle parking and shower facilities will be provided on-site.

The proposal does not include any dedicated on-site parking, with the 11 car parks within the development site removed along with the 15 car parks serving the adjacent MFC building, as part of the wider precinct improvement works and new landscaping design.

Along with the reduction in car parks, some changes to the current precinct vehicle circulation are also proposed, including surface delineation changes to improve the through-site pedestrian route between the signalised pedestrian crossings at Cuba Street / Wakefield Street and Jervois Quay. The current servicing practices for the MFC building will be retained. Given the limited servicing demands associated with the new building, no on-site loading dock is proposed, with servicing instead able to be adequately and safely accommodated via a new kerbside loading zone on Wakefield Street. Accordingly, no new vehicle crossings are proposed as part of the development, in line with the restricted frontage provisions of the District Plan.

These surface level changes and ground floor arrangements of the new building are included in **Appendix A**, whilst a full set of the building layout plans are included as part of the main application documents.

The detailed building design has included focus on achieving good environmental gains, to the extent that the new building will be constructed to achieve a 5 Green Star building rating. Under the associated New Zealand Green Building Council, a number of transport criteria are identified to assist in encouraging sustainable travel, summarised as relevant to the development proposal as follows:

- provide high quality pedestrian access to the site that links with key public transport nodes;
- provision of on-site secure cycle parking and end of trip facilities; and
- develop a site-specific Travel Plan to promote and support uptake of sustainable transport modes.

The development site's proximity to the key public transport corridor at Manners Street and future secondary public transport spine route on Jervois Quay, along with the proposed on-site secure cycle parking and end of trip facilities, ensures that an overall sustainable transport outcome will be achieved. Supplementary to this, the recommended off-site improvements to pedestrian circulation and site connectivity on Wakefield Street will further serve to benefit both visitors to the site, and wider active mode users in this part the city.



4 District Plan Assessment

The proposed development is zoned 'Central Area' within the provisions of the District Plan and, as such, an assessment of the proposal's compliance with the relevant transport Rules and Standards has been undertaken, as set out in **Table 2**.

Table 2: District Plan Assessment

Reference	Assessment of Compliance
Chapter 13.6 Central Area Standards	
Chapter 13.6.1.3.3 Vehicle Parking, Servicing, and Site Access	
	Vehicle Parking
13.6.1.3.1	<p><i>Activities in the Central Area are not required to provide on-site vehicle parking, but where parking is provided, it must not exceed a maximum of one space per 100m² gross floor area. Note, for developments providing more than 70 parking spaces, Rules 13.3.1 and 13.3.8 apply. Note, section 3.2.2.16 sets out requirements for a Traffic Report for any proposals to provide more than 70 carparks.</i></p> <p>The proposed development does not include any on-site car parks. The proposed wider changes to the MFC precinct provide for removal of parking spaces that serve the current site and the MFC building. Accordingly, the resultant ratio of parks per 100m² GFA for this adjacent activity comfortably aligns with this standard.</p>
13.6.1.3.2	<p><i>All parking shall be provided and maintained in accordance with sections 1, 2 and 5 of the joint Australian and New Zealand Standard 2890.1 - 2004, Parking Facilities, Part 1: Off-Street Carparking.</i></p> <p>As per 13.6.1.3.1 above, the development proposal does not include any on-site parking.</p>
13.6.1.3.3	<p><i>Open vehicle parking areas must not be situated at ground level at the front of sites to which standard 13.6.3.7.1 (display windows) applies.</i></p> <p>No on-site parking is proposed.</p>
	Servicing
13.6.1.3.4	<p><i>On each site in the Central Area at least one loading area must be provided.</i></p> <p>The development plans do not include an on-site loading area. Servicing demands are proposed to be accommodated via a new on-street kerbside loading zone adjacent to the building on Wakefield Street.</p>
13.6.1.3.5	<p><i>Turning paths shall be based on the standard for a medium rigid truck as illustrated.</i></p> <p>No on-site loading zone is proposed, with all site servicing demands proposed to be met via a new on-street loading zone on Wakefield Street, which can be designed to accommodate a medium rigid vehicle.</p>
13.6.1.3.6	<p><i>For loading areas located outdoors, the minimum width shall be 3 metres and the minimum length 9 metres.</i></p> <p>No on-site loading area is included; servicing is to be undertaken from the adjacent kerbside via an on-street loading zone.</p>
13.6.1.3.9	<p><i>For buildings serviced by lifts, all levels shall have access to a loading area by way of a lift.</i></p> <p>All floors of the building have lift access, with accessible routes through the building providing connection to the proposed kerbside loading zone on Wakefield Street immediately adjacent to the site.</p>

13.6.1.3.10	<p><i>The loading area shall be located no further than 15 metres from a lift and there shall be level access between them.</i></p> <p>A service lift within the proposed on-site waste / recycling room is located within 15m of the proposed kerbside loading zone.</p>
	<p>Site Access for Vehicles</p>
13.6.1.3.11	<p><i>Site access shall be provided and maintained in accordance with section 3 of the joint Australian and New Zealand Standard 2890.1 – 2004, Parking Facilities, Part 1: Off-Street Car Parking.</i></p> <p>The existing legally established main vehicle crossing between the MFC precinct and Wakefield Street is to be retained.</p>
13.6.1.3.12	<p><i>No vehicle access is permitted to a site across any restricted road frontage identified on District Plan Map 34 provided that this shall not prevent the continuation or the undertaking of any Permitted Activity on a site involving the use of any lawfully established vehicle access.</i></p> <p>No new site access is proposed as part of the new building development, and the proposal will lead to less traffic movements to and from the overall site.</p>
13.6.1.3.13	<p><i>There shall be a maximum of one vehicle access to any site except that sites with more than one frontage may have one access across each frontage.</i></p> <p>No new site access is proposed.</p>
13.6.1.3.14	<p><i>Both the entry and exit of vehicles onto the carriageway of the most adjacent street shall be in a forward direction.</i></p> <p>No new site access is proposed. Traffic visiting the adjacent MFC site will be able to enter and exit in a forward direction, avoiding the need for any reverse manoeuvres to/from the public street.</p>
13.6.1.3.15	<p><i>The width of any vehicle crossing to a site shall not exceed 6 metres.</i></p> <p>No new vehicle access is proposed as part of the development.</p>
13.6.1.3.16	<p><i>Where vehicular access can be provided from a service lane, a right of-way registered in favour of the site or other private road, or private right-of-way, no vehicle access shall be from a street.</i></p> <p>The site does not have access to any service lane or private way, however – no new vehicle crossings are proposed as part of the development.</p>
13.6.1.3.17	<p><i>Subject to standard 13.6.1.3.12 no vehicular access shall be situated closer to an intersection than the following:</i></p> <ul style="list-style-type: none"> - <i>Arterial, principal and collector streets: 20m</i> - <i>Other streets: 15m.</i> <p>No new accesses are proposed as part of the development. It is noted that the existing legally established vehicle crossings serving the wider MFC precinct are located more than 15m from the nearest intersection (at Cuba Street).</p>
13.6.1.3.18	<p><i>No access shall be provided to a primary street on a site that also has frontage to a secondary street.</i></p> <p>No new vehicle crossings are included in the proposal plans. All existing access to the MFC precinct is provided from the local road frontage of Wakefield Street.</p>

As shown, the proposed development complies with the relevant traffic related standards, with the exception of providing a dedicated on-site loading zone.

When considering the departures from the standards listed in Table 2 above in relation to there being no on-site loading zone proposed, the District Plan provides guidance as to the criteria that the proposed servicing arrangements should be assessed against, as follows:

Objective – Access

12.2.15 *To enable efficient, convenient and safe access for people and goods within the Central Area...*



12.2.15.11 Consider waivers from the servicing or loading requirements:

- where suitable alternative off-street provision can be made; or
- where site access restrictions apply and there is no suitable alternative means of access; or
- where it is necessary to protect any listed heritage item.
- where the topography, size or shape of the site, the location of any built features on the site, or other requirements such as easements, right of way, or restrictive covenants impose constraints which make compliance impractical.

Given the location of the site and inability to gain access from the north at Jervois Quay (as a result of its Arterial route classification) or the balance of the MFC site to the west (given the desire to create a strengthened pedestrian connection through the site), and the restricted access function of Wakefield Street, there is limited opportunity to create an accessible loading dock within the new building footprint. In line with the criteria above, where '*site access restrictions apply*', the requirement for an on-site loading area may be waived. In this manner, the ability to establish an on-street loading zone immediately adjacent to the building on Wakefield Street to accommodate the associated servicing demands (in the position of the former bus stop that is no longer required), represents a suitable alternative that will deliver a better outcome than creating a new vehicle crossing on this restricted road frontage.

In addition, and as will be described later in Chapter 6, the servicing demands associated with the new primarily commercial office building will not be large, and will for the most part involve mainly courier van visits. It can be reasonably expected then, that in an equivalent practice to other commercial office buildings in the CBD that do not have internal loading zones, servicing activities can be accommodated without causing adverse effects to traffic on Wakefield Street, and given no associated vehicles will be required to cross the footpath, will deliver a better outcome for pedestrian amenity, which is a fundamental priority of this project.

5 MFC Precinct / Off-site Changes

5.1 MFC Precinct Access

With no on-site car parking or loading dock, no vehicular access to the new building is proposed.

The existing MFC precinct main vehicle driveway to Wakefield Street is proposed to be retained and modified to provide a raised table crossing for pedestrians accessing the new building as well as those circulating through the site, en route to the signalised pedestrian crossings on Jervois Quay. Along with associated surface delineation, these changes will help to establish a shared space environment at the entrance to the MFC precinct, to safely accommodate pedestrians and associated MFC vehicle movements.

The changes to the driveway threshold and internal vehicle circulation aisle have been designed to ensure that the existing MFC servicing practices can be maintained, with truck visits to the MFC loading dock continuing to be accommodated via the Harris Street service entry, with exits to Wakefield Street via the main site driveway in an equivalent manner to today. Service access to the smaller MFC loading dock immediately south of the porte cochere is also retained.

5.2 Recommended Changes to Wakefield Street

To support the improvements proposed within the MFC precinct to better facilitate the current pedestrian desireline through the site, some changes to the adjacent section of Wakefield Street are put forward for Council's consideration. These changes include narrowing the existing carriageway between Cuba Street and Opera House Lane to assist in reducing vehicle speeds, allow for wider footpaths, and support a more pedestrian oriented space that will serve as a gateway to the development site and the waterfront area beyond. The detailed design of these on-street changes, which will need to be worked through in coordination with Council's transport team, shall be cognisant of reinstating a formal crossing point at the end of Opera House Lane, and ensure service vehicle swept paths turning (left) out of the MFC precinct can be safely accommodated.

6 Servicing

As described earlier, it is proposed that the site's servicing demands be accommodated by way of a new on-street loading zone located immediately adjacent to the proposed building on Wakefield Street.

6.1 Servicing Demands

Servicing demands expected at the new building have been derived from data collected at other established similar commercial buildings around Wellington City. Typical needs and vehicles will be as follows:

- Commercial Office: courier (van), office supplies (van, small truck);
- Retail tenancies: stock deliveries (van, small truck);
- General: rubbish collection (truck); recycling collection (truck); building maintenance (van/truck).

In drawing from the scale and mix of activities provided for in the proposed new commercial building, the forecast daily and peak hour servicing demands are set out in **Table 3**.

Table 3: Summary of Development Servicing Demands

Activity	Vehicle Type	Frequency	Peak Hour
Commercial Office	Courier	2-4 per day	1
	Truck	2 per week	1
Retail	Van	3-5 per day	1-2
	Truck	1-2 per day	1
General	Rubbish Truck	3 per week	0 (pre-AM Peak)
	Recycling Truck	2 per week	0 (pre-AM Peak)
	Van (maintenance)	1 per fortnight	0
Total			4-5

As shown, the nature of the predominant commercial office activity within the new building means the majority of service vehicles visiting the site would be courier vehicles/vans delivering small goods that can be easily transported by hand or trolley, and not large bulk goods that require dedicated lifting equipment. An accessible trolley route is provided via the pedestrian entranceway at the building's southwest corner. In considering the variety of service trips, it can be reasonably expected that visits will be staggered throughout the day, such that multiple vehicles would not be arriving at once.

For rubbish/recycling collection activities, these are typically scheduled to occur early in the morning prior to the commuter peaks. All storage of waste will be handled within the dedicated rubbish room located on the building's ground floor, immediately adjacent to the proposed kerbside loading zone on Wakefield Street. It is proposed that the kerbside loading bay be constructed to sit flush with the footpath, to enable skip bins to be wheeled between the building's internal rubbish room and the back of the rubbish truck positioned within the loading zone.

6.2 On-street Loading Zone

It is intended that a new on-street loading zone be established on Wakefield Street adjacent to the proposed building, noting the design will need to take account of the requirement for an 'at grade' transition to the footpath, to ensure bins can be easily transported between the on-site rubbish room and a truck parked within the loading zone. Whilst it is recognised that such changes to the kerbside arrangements sit outside of the resource consent process, the new loading zone would effectively replace the former bus stop, noting that discussions with GWRC indicate there are no plans to reinstate this as a public bus stop in the future. The adjacent kerbside space that extends east and which currently operates as a tour bus/coach layover, would remain.



An indicative layout for the proposed on-street loading zone and balance of kerbside space on Wakefield Street is illustrated in **Appendix B** , noting again that the landscaping / street trees will form part of the broader streetscape consideration for Council.



7 Construction Traffic

A detailed Construction Management Plan (**CMP**) addressing the construction phasing of the proposed development, will be prepared and submitted in due course.

As part of the CMP, it is recommended that a Construction Traffic Management Plan (**CTMP**) be delivered to Council for approval that sets out the details of work phases and associated forecast construction traffic volumes for each phase, prior to any site works commencing.

The road network in the vicinity of the site is capable of accommodating larger trucks, including associated servicing trucks that frequent the MFC. It is anticipated that vehicle access to the construction site would be handled off Wakefield Street, likely via the established main vehicle driveway. Further details on the specific routes for works traffic on the wider network will be specified in the CTMP, and traffic movements associated with the operation of the construction site will therefore need to be managed under the control of Traffic Management Plans (**TMP**), to adequately mitigate effects on the surrounding network and its users.

On occasion when specialist machinery is being delivered or collected from site, or when works are being undertaken close to the site's street frontages, it may be necessary to require some Temporary Traffic Management (**TTM**) measures, which will be undertaken in a manner that is satisfactory to Council.

These and other specific details will be documented in the CTMP to be progressed in due course, that will be submitted to Council for certification prior to site works commencing. The actual content of the plan could include:

- the timing of specific work phases;
- key activities during each work phase;
- anticipated traffic levels and access arrangements for each work phase;
- provision for maintaining safe pedestrian and cycle access and movements in the vicinity of the site, or appropriate diversion routes as required;
- provision for maintaining servicing (and public drop-off where feasible) at the adjacent MFC;
- provision for signage;
- wheel washing requirements for site vehicles;
- route restrictions;
- arrangements for TTM; and
- contact telephone number for key site staff.

The CTMP is expected to be a live document with amendments made according to construction progress to be certified by Council.

8 Conclusions and Recommendations

The proposal plans seek to redevelop land at 110 Jervois Quay to provide a new 8-storey commercial office building, adjacent to the Michael Fowler Centre. Some changes to the wider MFC precinct are also proposed to provide landscaping works that will deliver more green space, improved pedestrian amenity, and an enhanced public realm environment.

This report has been prepared to examine and describe the traffic and transport related arrangements of the proposed new development. Overall, it is assessed that the proposed development aligns well with the intent of the District Plan's Central Area zoning provisions, in not providing on-site parking and instead drawing on the active mode and public transport access benefits of the city centre location. Implementation of a kerbside loading bay on Wakefield Street (replacing the former GWRC bus stop that is no longer required), as proposed, will not cause the function safety, or capacity of the adjacent road network to be compromised.

From discussions included in this report, it is recommended that:

- an on-street kerbside loading zone be established on Wakefield Street adjacent to the new building (to avoid the need to provide a new vehicle crossing on this restricted road frontage);
- a Travel Plan be developed in line with the Green Star building criteria, to promote and support sustainable transport modes for those travelling to/from the site; and
- a Construction Traffic Management Plan be developed which identifies construction phasing and associated traffic movements and management of construction activities on the adjacent network.

In addition to the above, some of the design aspirations anticipated within the proposal fall outside of the scope of this Resource Consent application, but warrant specific mention given their role in providing the desirable interface between the proposal site, the MFC and surrounding precinct, and the adjacent public realm. Accordingly, and in line with the Council's role as Road Controlling Authority, the following recommendations are put forward for consideration:

- narrow the Wakefield Street carriageway between Cuba Street and Opera House Lane to reduce vehicle speeds and provide improved pedestrian amenity and connectivity to, and through, the site; and
- reinstate the formal pedestrian crossing point on Wakefield Street between Opera House Lane and the proposed new building's main southern entrance (which it is understood to have been removed to facilitate underground services works).

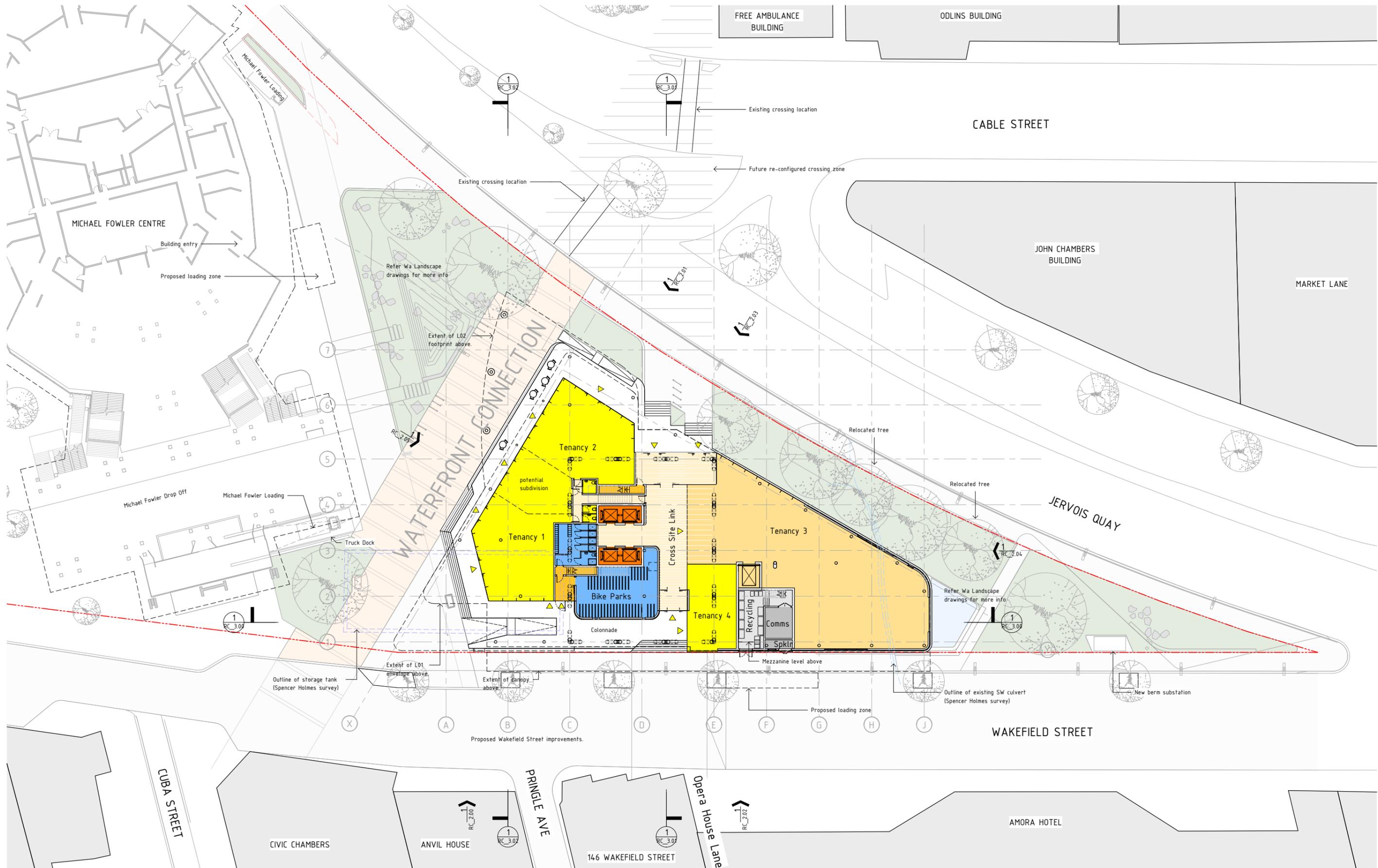
Appendices

We design with community in mind



Appendix A Proposal Plans





Ground Floor
1: 250 A1; 1: 500 @ A3

CLIENT: Willis Bond
 STRUCTURAL ENGINEER: Dunning Thornton Consultants
 SERVICES ENGINEER: Aurecon
 FIRE ENGINEER: Holmes Fire & Safety

KEY:

- Core
- Egress
- End of Trip
- Lobby
- Retail
- Service
- Service Loading
- Tenancy



No.	Description	Date
1	Resource Consent	26.02.2022

105 AMRITSAR STREET
 WELLINGTON 6035
 PO BOX 3364
 WELLINGTON 6140
 NEW ZEALAND
 TEL 64 4 499 1727
 FAX 64 4 499 1960

a t h f i e l d
a r c h i t e c t s
l i m i t e d

110 Jervois Quay
 Ground Floor Plan
 1: 250 A1; 1: 500 @ A3

Appendix B Wakefield Street Loading Zone



DO NOT SCALE - IF IN DOUBT, ASK

200 mm

150

100

90

80

70

60

50

40

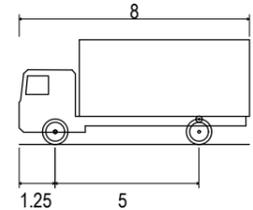
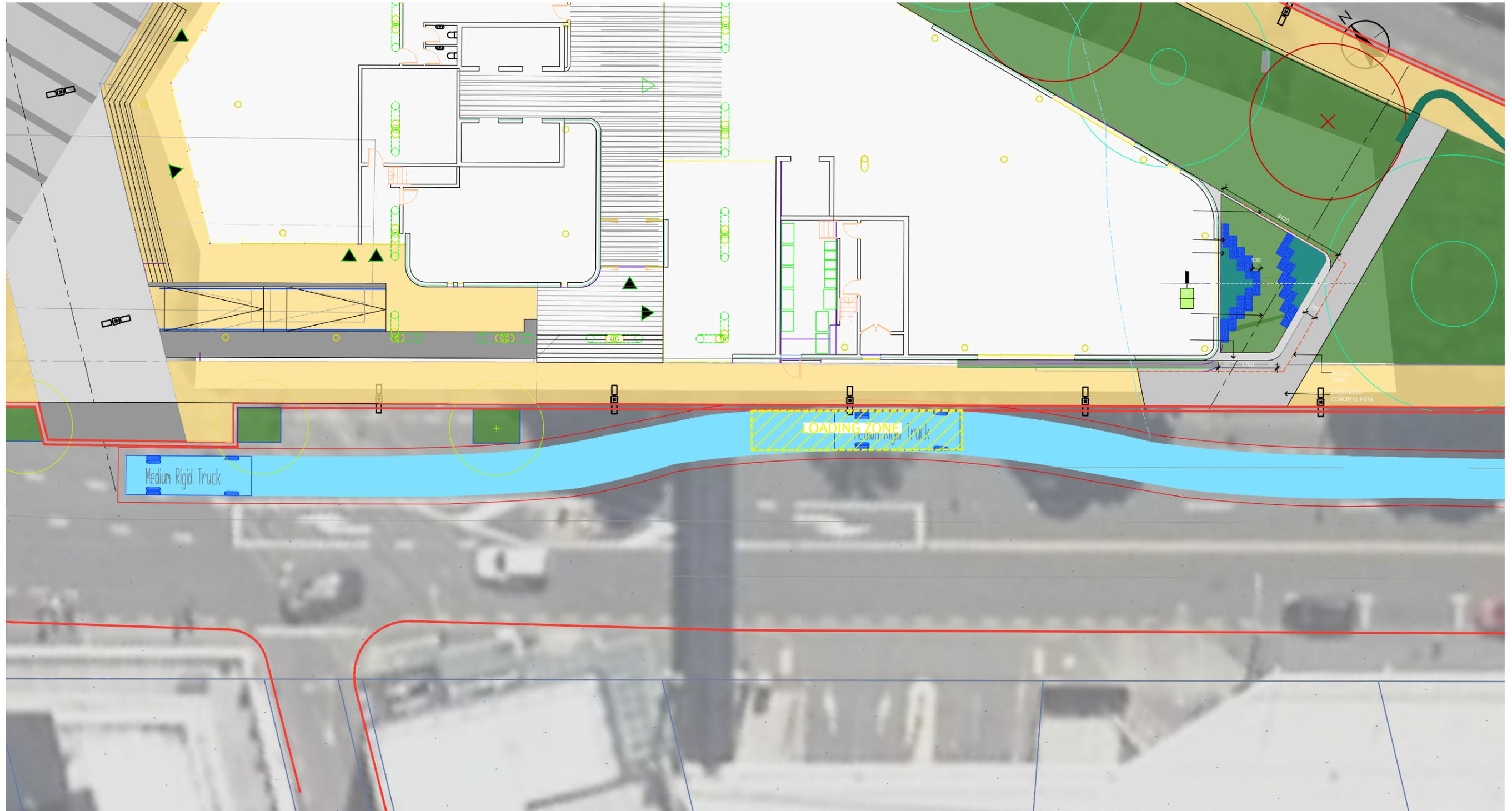
30

20

10

0

ORIGINAL SIZE A1



Medium Rigid Truck
 Overall Length 8.000m
 Overall Width 2.500m
 Overall Body Height 3.632m
 Min Body Ground Clearance 0.427m
 Track Width 2.500m
 Lock-to-lock time 6.00s
 Wall to Wall Turning Radius 10.000m



110 JERVOIS QUAY DEVELOPMENT

VEHICLE TRACKING - 8m TRUCK TO LOADING BAY

NOT FOR CONSTRUCTION

FOR INFORMATION

Date Stamp **01.03.2022**

Scales 1:125@A1 1:250@A3

Drawing No. **C003**

Rev. **A**

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Stantec House, Level 15, 10 Brandon Street, Wellington Central
PO Box 13-052, Armagh, Christchurch, 8141
New Zealand: | www.stantec.com

