

Summary statement of Soon Teck Kong on behalf of Wellington City Council in the matter of an application for resource consent to construct, operate and maintain a Sludge Minimisation Facility at 127 and 141 Stewart Duff Drive

My full name is Soon Teck Kong. My qualifications and experience are set out in my statement of evidence.

Scope of Summary

My summary statement covers the following topics:

- Construction Stage Effects
- Operational Stage Effects

Construction Stage Effects

Two primary routes are identified for construction truck traffic.

Route 1 Lyall Parade – Onepu Road – Evans Bay

This route passes by several local schools. There is one pedestrian zebra crossing on Onepu Road and one on Lyall Parade.

The intersections along this route are controlled by traffic signals with signalised pedestrian crossing facilities and roundabout which enhance public safety and minimise road user conflicts.

Route 2 Tirangi Road – Coutts Street – Salek Street – Rongotai Road – Troy Street

This route passes by Rongotai College and a kindergarten on Salek Street. There are two pedestrian zebra crossings on Rongotai Road and one on Coutts Street.

The intersections along this route are primarily Give-Way controlled where drivers on the side roads are required to judge a safe vehicle gap acceptance in the main traffic flow to exit. Trucks in general have slower acceleration and deceleration rates and will take longer to avoid a potential conflict situation.

My view is that Route 1 is more suitable to accommodate construction truck traffic as the intersections are controlled by signals and roundabout to minimise road user conflicts.

The over-dimensional loads will use Route 2 to access the WIAL runway which are escorted by pilot vehicles for public safety.

There is a higher safety risk to vulnerable road users due to the increased construction truck movements. In my opinion, this safety risk can be mitigated by restricting construction truck movements between 8am to 9am and between 2.30pm to 3.30pm to avoid school drop off and pick up periods when children will be walking and cycling in the vicinity of schools.

Extra temporary traffic management measures at key locations are recommended to mitigate public safety risks during intense construction truck movements.

A road condition survey will be required prior to the start of the project to determine the level of damage to the carriageway caused by increased construction truck traffic.

Operational Stage Effects

The operation of the facility can be adequately managed with the proposed measures outlined in my statement of evidence and suggested consent conditions to address the limited sight distance, change of speed environment, regulate two-way flow along a one lane Waste Water Treatment Plant (WWTP) access road and improve pedestrian safety with visibility splays and speed humps at the new accesses. Detailed designs are to be approved by the Council Compliance Monitoring Officer as consent conditions.

Conclusion

I can support this proposal with the suggested consent conditions to mitigate the construction and operational transport related effects.

Soon Teck Kong
5 December 2022