

## Updated Transport Assessment on Resource Consent Application

14 April, 2023

Service Request No: 528330  
File Reference: 1014088

**Site Address: 1 TASMAN STREET, Mt Cook**

### **Introduction:**

The proposal is for changes to plans approved under SR 500879. The applicant advises there is small increase to the number of carparks previously approved. An increase of 8 units is proposed, with 221 units now being proposed.

### **Comments on the Further Information Required:**

- The applicant advises that the 6.8 metre width of the driveway is required to allow for adequate tracking space for service vehicles. This is acceptable. The applicant's Transportation advisor states that the number of on-street carparks will increase due to the reinstatement of vehicle crossing that will be redundant. This is accepted.
- No further clarification of the expected number of on-street carparks that will be retained has been provided. However, due to the fairly long stretches of car parking available on either side of this vehicle crossing, the additional 0.8 metre width beyond the permitted vehicle crossing width should not greatly affect the feasibility of providing an efficient parking layout. Note that it would have been a different situation should the wider vehicle crossing be used at the southern end of the site.
- Regarding the pick-up/drop off zone in Tasman Street originally proposed by the applicant, it has been confirmed that this would not be for the sole use of One Tasman occupiers/visitors. The applicant's Transportation advisor notes that there would be low demand by other nearby properties for use of this carpark. However, it is possible that attendees of the adjacent Seven Day Adventist church could find such a carpark useful also. Regardless of who uses it, there would need to be a time restriction placed on the carpark for it to remain available for short term periods and this would need to be approved through the Traffic Resolution process.
- The applicant's Transportation advisor notes that the maximum gradient of the ramp between the basement and lower basement parking is to be 1 in 4. This is acceptable.

### **Legislative Requirements (ie District Plan / Standards) and Assessment:**

#### **Parking and Turning**

- The proposal would include 138 carparks accessed from three levels of carparks. This represents an additional level of parking to that previously approved. The approved plans allowed for 112 carparks on two levels of carparks.
- Some tandem carparks are indicated. Each of these pairs of carparks will need to be allocated to one unit.
- The applicant's transport report advises that the carparks will be 2.4 metres wide (compared to 2.5 metres indicated in the proposed District Plan). The 2.4 metre width will be adequate subject to there being adequate manoeuvring area available. The stated dimensions in the applicant's transport report are generally acceptable. This aspect will be further assessed at the building consent stage.

- A pick-up / drop off area to serve both apartment blocks is also proposed on Tasman St. This is similar to that previously approved but is subject to further approval by the Council as indicated by the suggested condition below.

#### Servicing and Rubbish Collection

- A 9 metre by 4 metre loading bay is proposed at ground level in a location generally similar that previously approved. The servicing area is beyond the gated entry mentioned below.
- An area similar to that approved is located nearby and is assumed to be used for rubbish storage.
- On-site turning for the servicing vehicle is expected to be feasible and provided in the area similar to that approved in SR 500879.
- A café is still proposed and will need to be serviced in the same manner as allowed for in the approved plans.

#### Bike Parking

The applicant's Transportation Assessment Report advises that 184 bike parks will be provided. This goes some way towards meeting the requirements of the Proposed District Plan. The bikes will be located within a covered and secure area and provided with electric vehicle charging facilities.

#### Site Access

- Two vehicle crossings are proposed (6.0 metres and 6.8 metres wide). This replaces 6 existing vehicle crossings onto Tasman St. The 6.8 metre width for the northern vehicle crossing is proposed for the vehicle crossing due to its use by the servicing vehicles. See further comments on the effects of this crossing on the on-street parking.
- Redundant sections of vehicle crossing must be reinstated with standard kerb. See the suggested condition.
- A streetlight is to be relocated to allow for the southern vehicle crossing. This is similar to that previously approved. The relocation will be at the expense of the consent holder.
- There would be a "gated entry" to the parking area and servicing area near the northern side of the site in a similar location to that previously approved. This will be set about 10 metres into the site, which would allow two vehicles to queue clear of the public footpath. The sliding gate on the southern vehicle crossing is to be located about 20 metres from the footpath. The 10 metre distance is slightly shorter than approved (12 metres) but is expected to be acceptable.
- Pedestrian visibility splays towards the south are indicated on the plans. A pedestrian visibility splay would be available towards the north due to the two lane width of the driveways.
- Other site access aspects are similar to those previously approved.

#### Pedestrian Access

- Pedestrian access will be available directly from Tasman Street or "Old Buckle Street" and separate pedestrian areas within the site.
- Access to a lift from the basement area is now indicated. Stairs (with a ramp for wheeling bikes) are also indicated from the lower basement and basement areas to the ground floor level. It is not expected that bike users would use the lower basement level however.
- The previous concerns about pedestrians using the basement driveway are now reduced, and the previous condition regarding warning signs is not considered necessary now.

### Driveway Width

- Each of the main driveways from Tasman Street are to be two-way.
- The ramp between levels of basement and lower basement parking is single lane in width. The applicant's transport report advises that traffic signals will be installed to manage this, which is acceptable. Places where vehicles will be able to wait clear of the vehicles using the traffic signals are expected to be feasible. However, it is recommended that a plan showing the locations where traffic signals will be triggered etc and vehicles will wait should be provided to the Compliance Monitoring Officer as a condition of the consent. See the suggested condition.

### Gradients

- The maximum gradient of the ramp between the basement and lower basement parking levels is confirmed as 1 in 4. This is acceptable.
- The gradient indicated for the first section of the southern vehicle crossing (1 in 20 for the first 6 metres) is similar to that previously approved.

### Construction Traffic

A 6,500 m<sup>3</sup> volume of earthworks is indicated in the AEE. This is similar to that previously advised. The Construction Traffic Plan (CTP) condition indicated below needs to be retained.

### Traffic Signals

Traffic signals must be provided for the single lane ramp between the Basement and Lower Basement Plans to the Compliance Monitoring Officer for approval before the traffic signals are installed. The plans must indicate the location on each parking levels where vehicles will wait when other vehicles are using the ramp. The plan must also locations of the mechanisms that will trigger the traffic signals to change.

Note: the Compliance Monitoring Officer will liaise with the Transport team regarding this aspect.

### **Conclusion:**

The proposal is acceptable in terms of transport aspects subject to compliance with the suggested conditions.

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

### **Suggested Conditions**

#### Redundant Vehicle Crossing

Redundant sections of vehicle crossing must be reinstated with full height kerb and standard public footpath. Construction shall generally comply with the requirements of the Code of Practice for Land Development 2012.

#### Pedestrian Visibility

The pedestrian visibility splays indicated on the Ground Level Plan must contain low level planting (not exceeding 1.0 metre in height above driveway/footpath levels). Any foliage (or other obstruction) blocking visibility between pedestrians and drivers in the pedestrian visibility splay area must be removed in the area between 1.0 metre and 1.8 metres above driveway/footpath levels).

#### Construction Traffic Plan

The consent holder must submit a final 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 (7-9 am and 4-6 pm weekdays).

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 expected to be necessary due to the temporary structures or sole use of space (scaffolding, hoarding, loading zones, gantry etc.) are needed on road reserve. 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.

#### Traffic Resolution

The applicant must make an application to the Council's Transport Engineers at [transportenquiries@wcc.govt.nz](mailto:transportenquiries@wcc.govt.nz) for the approval by the Council of the indicated Pick-up and Drop Off Zone.

Note: As this process can take several months, it is recommended this is attended to early in the construction process.

#### **Suggested Advice Notes**

- A vehicle access bylaw approval is required for the construction of new sections of vehicle crossing under Part 5, Section 18 of the WCC Consolidated Bylaw 2008.
- Vehicle crossings must be heavy duty vehicle crossings.
- Pairs of tandem carparks will need to be allocated to one unit i.e. one tandem carpark per unit, as required.

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