

8 June 2021

Matt Norwell / Evita Key
Barker & Associates
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By email: mattn@barker.co.nz and evitak@barker.co.nz

Dear Matt and Evita,

RE: Request for information from Silk Road Management Limited, Pudong Housing Development Company Limited and Foodstuffs North Island Limited (the applicants) in relation to Dominion Road Mixed-use Development application under COVID-19 Recovery (Fast-track Consenting) Act 2020

We are responding to the Expert Panel **Further Information Request 10** contained in the EPA letter dated 28 May 2021.

In responding we confirm we are retained by our Client Foodstuffs as the Transport Specialist providing expert Transport Planning and Traffic Engineering advice on this project.

Expert Panels Query:

10. *Appendix 16 (Integrated Transport Assessment) does not assess the construction traffic effects. Draft conditions 20-22 propose to address the construction traffic effects with a construction traffic management plan. The Panel must have regard to the actual and potential traffic effects during construction when considering the application. Accordingly, please provide an assessment of the construction traffic effects.*

Key Inputs and context relevant to Assessment

Details around construction methodology, programme and predicted truck activity have been provided in the response prepared by Dominion Constructors Limited (refer to response to **Query 11** for more detail). The following information summarises the key characteristics of the traffic related components of construction and the anticipated effects.

Figure 1 below illustrates the general extent of work site for the demolition of the existing buildings and construction of the new buildings. A majority of the “work face” for the buildings will be internal to the site and the use of trucks to deliver or removal any large infrastructure and materials.

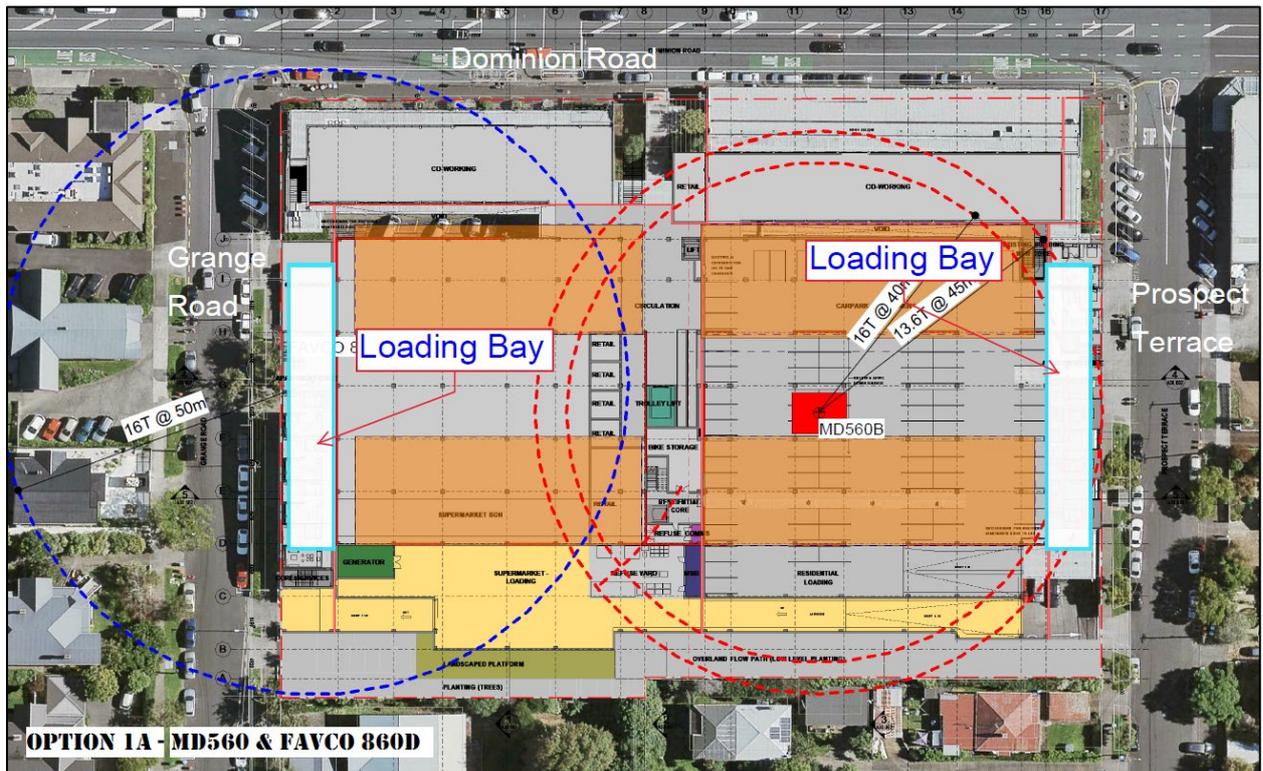


Figure 1: Proposed Construction Zones
 Source: Panuku Development Auckland

The number of truck movements is constrained by the limited space available for material storage on site and therefore is a factor in the methodology for construction. Types of trucks will also vary depending on the type of machinery or materials being delivered. Most are likely to be trucks with trailers in the early stages and smaller rigid trucks in later stages.

Any truck access to and from the construction site is intended to be via Dominion Road with loading positions available on the Grange Road and Prospect Terrace frontages. During later stages of construction, the supermarket loading bay will also be available for truck loading and unloading.

In addition to truck movements there will be small vehicle activity related mainly with construction staff and small trades. These vehicles are also likely to utilise the arterial road network and Dominion Road when travelling to the site. Parking for small vehicles on-site will be limited during the early stages of construction until such time as the parking decks is constructed. Most small vehicles are then proposed to park on site minimising any effects on the surrounding streets.

Pedestrian access around the construction site is also intended to be maintained and managed safely. It is likely that footpaths along the site frontage of both Grange Road and Prospect Terrace may be closed at times depending on the activity occurring on those frontages. However safe alternative options for pedestrians will be provided as required.

There are five key stages in construction as set out in **Table 1** below. It sets out a summary and estimated number of truck movements for each stage and for a basis of assessment of effects on the surrounding road network.

Table 1: Construction Truck Activity (Estimates)

Stage	Duration (weeks)	Description	Max. Number of Trucks per day	Max. Number of Staff on site
Enabling Works	17	Upgrade of the public network for sewer, electrical infrastructure. Alterations to Prospect and Grange intersections with Dominion Rd. (Each is managed under its own TMP.)	20	20
Demolition	14	Soft strip of internals (6 weeks) Building demolition (8 weeks)	22	20
Bulk Excavation, Piling, Foundations, retaining	30	[Overlap with above] Bulk Excavation (4 weeks) Piling (12 weeks) Foundation and sub structure (14 weeks)	Excavation (40) Piling (2) Foundations (10).	20
Structures	40	[Overlap with above] Main structure (Excluding loading bay areas)	20	80
Building Fit Out	52	[Overlap with above] Supermarket, Apartment modules (including loading bay areas)	30	180
Landscaping & finishing	12	[Overlap with above] Delivery materials Crane product to podium	10	10
Site Disestablishment	4	Clear site	2	40

Assessment of the Construction Traffic effects

Each has varying levels of vehicle activity with the bulk excavation, piling and foundations generating the highest level of truck movements and intensity with up to 50 trucks visiting and then leaving the site each day. Small vehicle activity is expected to peak at about 300 vehicle movements per day during the building fit out stage.

This level of vehicle activity can be accommodated on the surrounding road network. Some key points to note in this regard:

- a) Except for the number of trucks, this level of vehicle activity will be less than what is anticipated once the development is completed and fully occupied. As the modelling results in the ITA have indicated, adjacent intersections will be able to accommodate the future development traffic and therefore are capable of accommodating any construction related traffic;
- b) The frequency of truck movements will be constrained by the number of loading positions available and machinery on site to load materials. This will result in no more than 5 truck arrivals per hour through a normal day and for the most part a lower frequency will occur;

- c) Most of the truck activity for construction is expected to be accommodated outside of the peak times when flows on the network and Dominion Road are much lower and a greater capacity is available;
- d) As set out in Table 1, the level of staff activity for most stages (5 of 7 stages) will be 40 people or less on site at any one time. This compares to the existing on-site office activity that can accommodate 300 office workers. The resulting demands for vehicle activity and parking are therefore anticipated to be far less than what is permitted on site.
- e) Observations of current daytime parking activity in the neighbouring streets suggest that any parking demand related to construction staff can park on-street in either Prospect Terrace or Grange Road. Nevertheless, the accessibility to public transport, the use of car-pooling and mini-van transportation of workers will be utilised to reduce demands on street parking while the building structure (stage 4) is under construction. Importantly, as the main structure is completed and parking decks are completed, the site will have the ability to accommodate a far greater number of vehicles parking on site, especially during the fitout stages when demand is at its highest; and
- f) The need to introduce truck and other vehicle movements during the construction phases of any development always has a potential to impact on the surrounding area and road network, but a certain degree of impact for what is normally a relatively short period of time (at least in the context of the life of the proposed development) is inevitable and should not normally be a reason for restricting development. What is important however, is that measures must be put in place to manage the potential impacts of construction traffic, and this is generally achieved through the requirement for a Construction Traffic Management Plan (CTMP) to be prepared and approved prior to work commencing on site.

Construction Traffic Management Plan (CTMP)

The application of a CTMP will ensure that any potential effects on the surrounding area is appropriately managed. Where necessary, the CTMP should address the following objectives:

- a) Ensure that all construction traffic activities remain within the limits and standards approved under the consent and set out the management procedures and methods to be implemented in order to avoid, remedy or mitigate potential adverse effects arising from construction traffic activities;
- b) Ensure the provision of safe and effective temporary pedestrian / cycle access past the site and during construction;
- c) Always provide for the safety of everyone;
- d) Manage integration with other construction projects within the area;
- e) Implement measures to raise awareness to pedestrians and cyclists of construction traffic activity;
- f) Specific measures to provide for the safe movement of construction vehicles in the vicinity of site access points;

- g) Specify measures to reduce vehicle traffic and parking demands associated with construction staff; and
- h) Provide a mechanism for addressing queries and responding to complaints.

I trust that the above provides enough information to respond to the queries raised. However, should they have any further queries in relation to the above, I would be happy to meet with them to discuss further if needed.

Yours faithfully

TRAFFIC PLANNING CONSULTANTS LTD



Todd Langwell

