

New Plymouth District Council,
Private Bag 2025
New Plymouth Mail Centre,
New Plymouth 4310



AMTANZ Ltd
580 Wortley Rd
RD 9
Inglewood 4389
Ph: 0274884121

27th January 2021

Attention: Luke Balchin

Re: LUC20 47704 – Brougham St, New Plymouth

Dear Luke,

We have reviewed the application, response to the request for further information and the submission s regarding the above and submit this short report on our findings in relation to traffic matters.

The proposal

The proposal is to construct a six storey glass clad mixed use building at 45, 49 and 51 Brougham Street and 33 Devon Street West, New Plymouth. The building will consist of five floors of commercial property and the top story will be a pent house three bedroom apartment. There is the provision of limited basement parking of 7 spaces

The site is currently utilised for private parking for up to 17 vehicles.

The local road environment

The site is located on the corner of Powderham St (SH45) and Brougham St. This section of Brougham St is 90m long running between Powderham St and Devon St West and is designated as a local road. It consist of two 3.0m wide traffic lanes with 2.0m shoulders marked for parking. There is kerb and channel and footpaths either side to the property boundaries. It has a posted speed limit of 30kph, as it is part of the CBD speed control area.

The latest traffic count indicates an Average Daily Traffic of 2890 vehicles/day with a peak hour flow of 285 vehicles with 93% being private cars or light commercial vehicles.

The proposed access is some 26m from the Powderham St / Brougham St intersection which is traffic signal controlled.

District Plan Requirements

The site is Zoned Bus A and lies within the parking exemption zone as defined in Appendix 23 Table 23.14a.

The relevant traffic related rules of the district plan are:

- *Bus86 – Vehicle Access Point,*
- *Bus 87 – Parking,*
- *Bus 88 – Loading and standing,*
- *Bus 89 – Driveway,*

- *Bus 90 – On site manoeuvring, and*
- *Bus 91 – On site queuing*

Assessment

District Plan Rule	Assessment	Complies
<i>Bus86 – Vehicle access point</i>	The proposed access is 26m from the Powderham St intersection which exceeds the minimum of 20m required for a 50kph zone, there are no specified requirements in the plan for a 30kph zone.	✓
<i>Bus 87 – Parking</i>	The site lies within the parking exemption area of the CBD and therefore is not required to provide parking. The proposal is to provide 7 parking spaces (one of which is an accessible space) to service the commercial offices and the residential unit. The aisle width is less than that required by NZS 2890, but the provided turning curves indicate that cars can safely manoeuvre in and out of the spaces. There is a significant provision for bicycle parking.	✓
<i>Bus 88 – Loading and standing</i>	Since the site is zoned Business A and the access crosses a defined retail frontage there is no requirement to provide loading and standing space. Given the nature of the proposal as office space there is unlikely to be a high demand for loading beyond the occasional courier van and we note there is a designated loading zone (P5) directly opposite the access.	✓
<i>Bus 89 – Driveway</i>	The access complies with the requirements of Appendix 23.	✓
<i>Bus 90 – On site manoeuvring</i>	The provided turning curves indicate that private motor vehicles and the likely are able to enter and exit the site in a forward motion.	✓
<i>Bus 91 – On site queuing</i>	The proposals provides for more than the required 6m of queuing space.	✓

Other matters

Whilst there are no rules relating to traffic generation for Business A zones, it is useful to consider the likely volume generated by the proposal in order to address some of the concerns raised by submitters. In terms of traffic generation the limited number of parks will control the volume of traffic generated by the site, the apartment is likely to generate less than the district standard of 9.5 trips/dwelling, due to its location in the CBD and would conservatively generate 8 movements per day. We expect the parking spaces for the commercial area to have a low turnover with a maximum of 4 changes per day per park or 48 movements. This equates to 56 movements per day (28 in and 28 out) which is probably less than the current carpark and can easily be accommodated by the local road network.

Another concern raised was that the building would distract drivers on State highway 45 Powderham St, leading to increased crashes at the intersection. We don't believe this would be the case as there are other glass buildings adjacent to the highway with glass facades i.e. the new TSB building on Courtney St which is less than 500m away and they do not appeared to have created a safety issue.

Conclusion

In terms of traffic we believe the proposal complies with the requirements of the district plan.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'A Skerrett', written in a cursive style.

Andrew Skerrett
Director