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B25259

32-34 Victoria Street, Cambridge

Transportation Assessment Report

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1 Introduction

CKL has been engaged by Grovic Property Ltd to provide a transportation assessment for a proposed mixed-use development located at 32-42 Victoria Street, Cambridge. The proposal consists of a new development incorporating retail and café activities on the ground floor, office space on the first floor, and residential apartments on the second and third floors.

This report addresses the transportation matters of the proposal and includes the following:

- Levels of vehicular traffic likely to be generated by the proposed development;
- Associated effects on the performance and safety of the surrounding road network;
- Adequacy and function of the parking and access provisions; and
- Consideration of the transportation related provisions within the Waipa District Council (WDC) Operative District Plan (District Plan).

These and other matters will be addressed in the detail of the report that follows. By way of summary, it is concluded that the proposed development can be established such that there will be less than minor effects to the function, capacity and safety of the surrounding transportation network.

2 Existing Environment

2.1 Site Location

Figure 1 is an aerial photograph with the subject site at 32-42 Victoria Street, Cambridge outlined in blue. The aerial image is sourced from Grip Maps



FIGURE 1: AERIAL PHOTOGRAPH OF SITE

The subject site is located at the intersection of Victoria Street and Commerce Street. It comprises a total site area of 2,145sqm, with an existing building coverage of 1,514sqm. The site is zoned Commercial with a 'Character Precincts' overlay.

The site is currently comprised of multiple lots, including:

- 40–42 Victoria Street: Lot 1 DPS 13401, Lot 2 DPS 13401, Lot 4 DPS 13401;
- 38 Victoria Street: Lot 1 DPS 77837;
- 36 Victoria Street: Lot 9 DP 4011;
- 34 Victoria Street: Lot 3 DP 364495, Lot 8 DP 4011; and
- 32 Victoria Street: Lot 7 DP 4011.

A rear service lane provides vehicle access to parking for the site and surrounding businesses via both Commerce Street and Victoria Street and follows the alignment of the existing building. It is noted that the service lane measures approximately 4.2m in width from Victoria Street and 5.5m in width from Commerce Street indicating only one vehicle can utilise the Victoria Street crossing at a time while the Commerce Street vehicle crossing is wide enough to permit two vehicles at once.

2.2 Road Network

Figure 2 portrays the site outlined in blue in the context of the wider road network. The figure is sourced from OpenStreetMap.

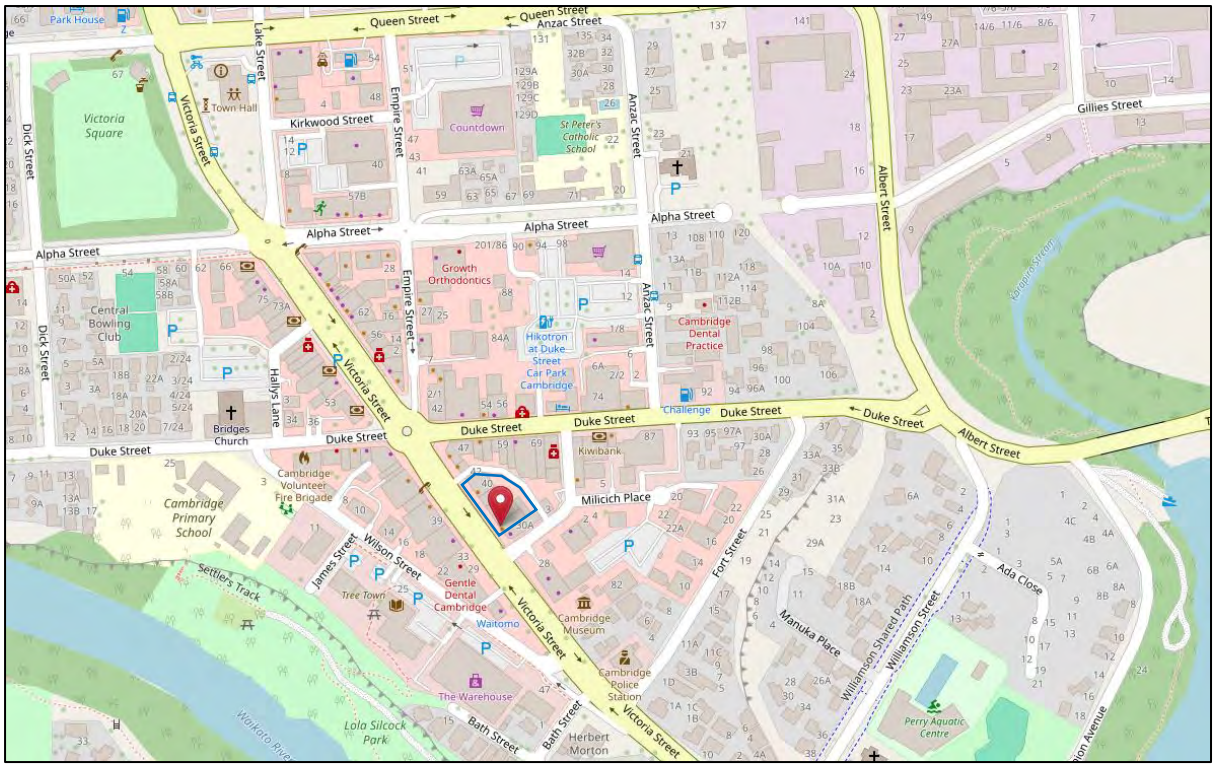


FIGURE 2: SURROUNDING ROAD NETWORK

2.2.1 Victoria Street

The subject site has frontage to Victoria Street which is classified as a Minor Arterial Road with a 40m wide road reserve and posted speed limit of 40km/h.

Victoria Street provides a two-way carriageway with a central flush median. There is angled on-street parking on both sides of the road, directly serving existing commercial activities. Marked cycle lanes are provided on both sides of the road, providing connection to the wider transport network. There are also footpaths located on both sides of the corridor which is expected given the commercial nature of the surrounding area. A typical cross-section of Victoria Street in the vicinity of the site is shown in Figure 3 below.



FIGURE 3: VICTORIA STREET TYPICAL CROSS-SECTION

2.2.2 Commerce Street

Commerce Street is classified as a local road within the District Plan and also has a posted speed limit of 40km/h. The 20m wide road reserve comprises a two-lane carriageway with footpaths on both sides and includes a combination of parking and no-parking areas. A typical cross-section of Commerce Street in the vicinity of the site is shown in Figure 4 below.



FIGURE 4: COMMERCE STREET TYPICAL CROSS-SECTION

2.2.3 Duke Street

Duke Street is classified as a collector road within the District Plan and also has a posted speed limit of 40km/h. The 22m wide road reserve comprises a two-lane carriageway with footpaths on both sides and includes recessed parallel parking on both sides of the road. A typical cross-section of Duke Street in the vicinity of the Commerce Street intersection is shown in Figure 5 below.



FIGURE 5: DUKE STREET TYPICAL CROSS-SECTION

2.2.4 Victoria Street / Commerce Street Intersection

The intersection of Victoria Street and Commerce Street is give-way controlled with priority afforded to through movements on Victoria Street. The intersection is noted to include a raised central median on the minor, Commerce Street approach, which also incorporates a central pedestrian refuge linking to pram crossings on both sides of Commerce Street. An aerial view of the intersection is shown in Figure 6 below.



FIGURE 6: VICTORIA STREET / COMMERCE STREET INTERSECTION

2.2.5 Rear Service Lane

A 100m long rear service lane serves the site and other adjacent land uses, and has connections to both Victoria Street and Commerce Street. It is noted that the Victoria Street access is approximately 4.2m in width providing for one-way traffic flow while the Commerce Street access is 5.5m in width providing for two-way traffic flow. An aerial image of the service lane is shown in Figure 7 below and cross-sections of each access are shown in Figure 8 and Figure 9 below.



FIGURE 7: REAR SERVICE LANE AERIAL IMAGE



FIGURE 8: REAR SERVICE LANE VICTORIA STREET CROSS-SECTION



FIGURE 9: REAR SERVICE LANE COMMERCE STREET CROSS-SECTION

2.2.6 Commerce Street / Duke Street Intersection

The intersection of Commerce Street and Duke Street is stop controlled with priority afforded to through movements on Duke Street. On the Commerce Street minor approach, there is no parking permitted in the northbound direction and 90-minute restricted parking in the southbound direction. An aerial view of the intersection is shown in Figure 10 below.



FIGURE 10: COMMERCE STREET / DUKE STREET INTERSECTION AERIAL IMAGE

2.3 Public Transport

Figure 11 illustrates the public transport network in the vicinity of the site with the black star indicating the location of the subject site.

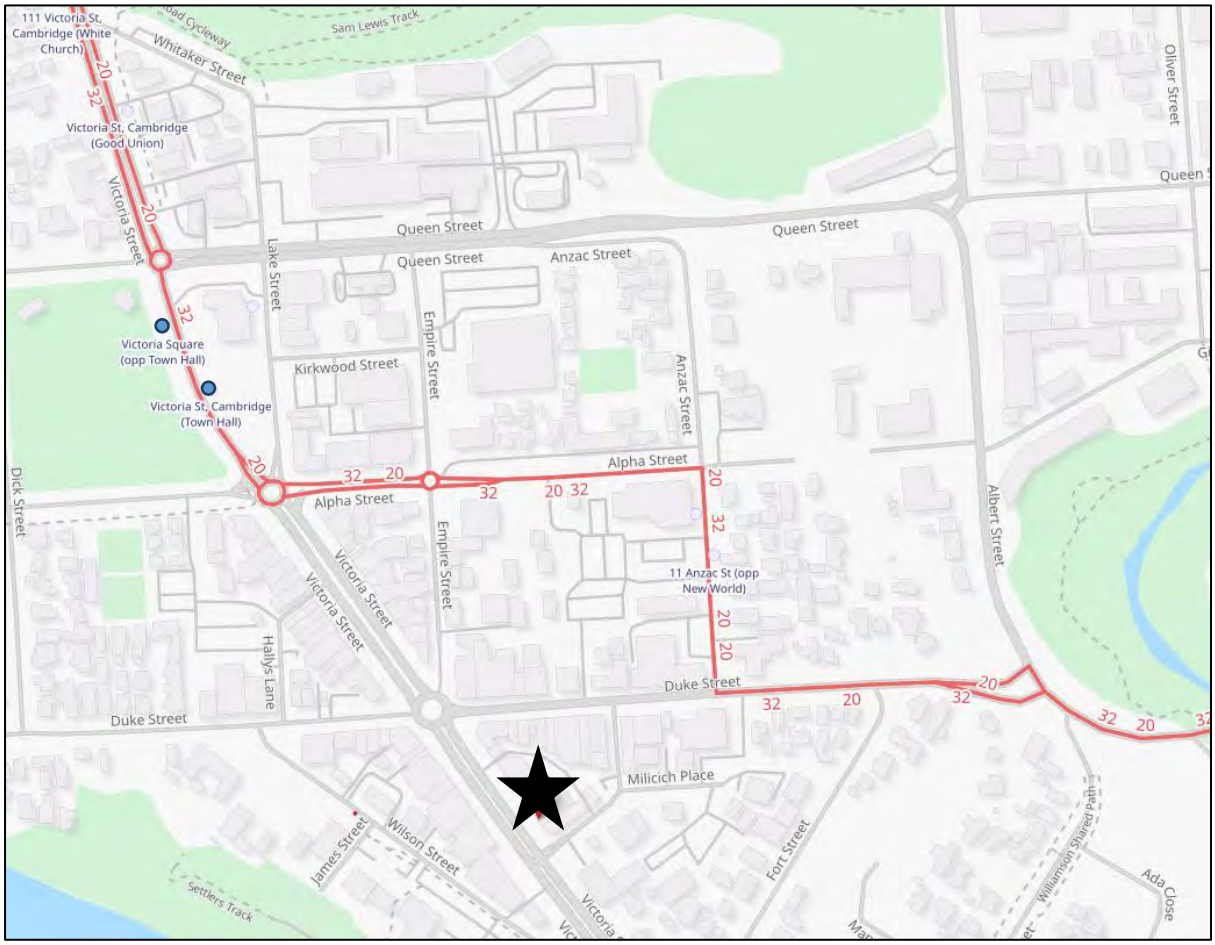


FIGURE 11: PUBLIC TRANSPORT NETWORK IN VICINITY OF SITE

A pair of bus stops are located 350 m north of the site and are shown by blue circles in Figure 11. These stops are served by the regional Route 20: Cambridge and Route 32: Tokoroa Connector bus services. Route 20 operates seven days a week between Pope Terrace, Cambridge and connects to the Transport Centre in Hamilton, running on a 30 to 60-minute frequency on weekdays and hourly on weekends. Route 32 provides connection from Tokoroa to Hamilton through Cambridge with one service in the morning and one in the afternoon. The service operates only on weekdays with departures from the Tokoroa Bus Hub. No service is provided on Route 32 on the weekends or public holidays.

This level of provision is typical for a rural service town and aligns with the Waikato Regional Public Transport Plan (WRPTP) Policy 13 which aims to provide public transport access to 95% of all properties within 600m or less walking distance.

2.4 Walking and Cycling

Footpaths are located on both sides of Commerce Street and Victoria Street, as well as on the surrounding roads. A dedicated cycle path is provided on both sides of Victoria Street, beginning at the roundabout connecting Alpha Street, Lake Street, and Victoria Street to the north, and continuing south past the site.

The site receives a 'very walkable' score of 81/100 from the Walkscore website, reflecting that most errands can be undertaken by foot. The provision of multi-modal transport options enhances travel convenience, given the commercial nature of the surrounding area.

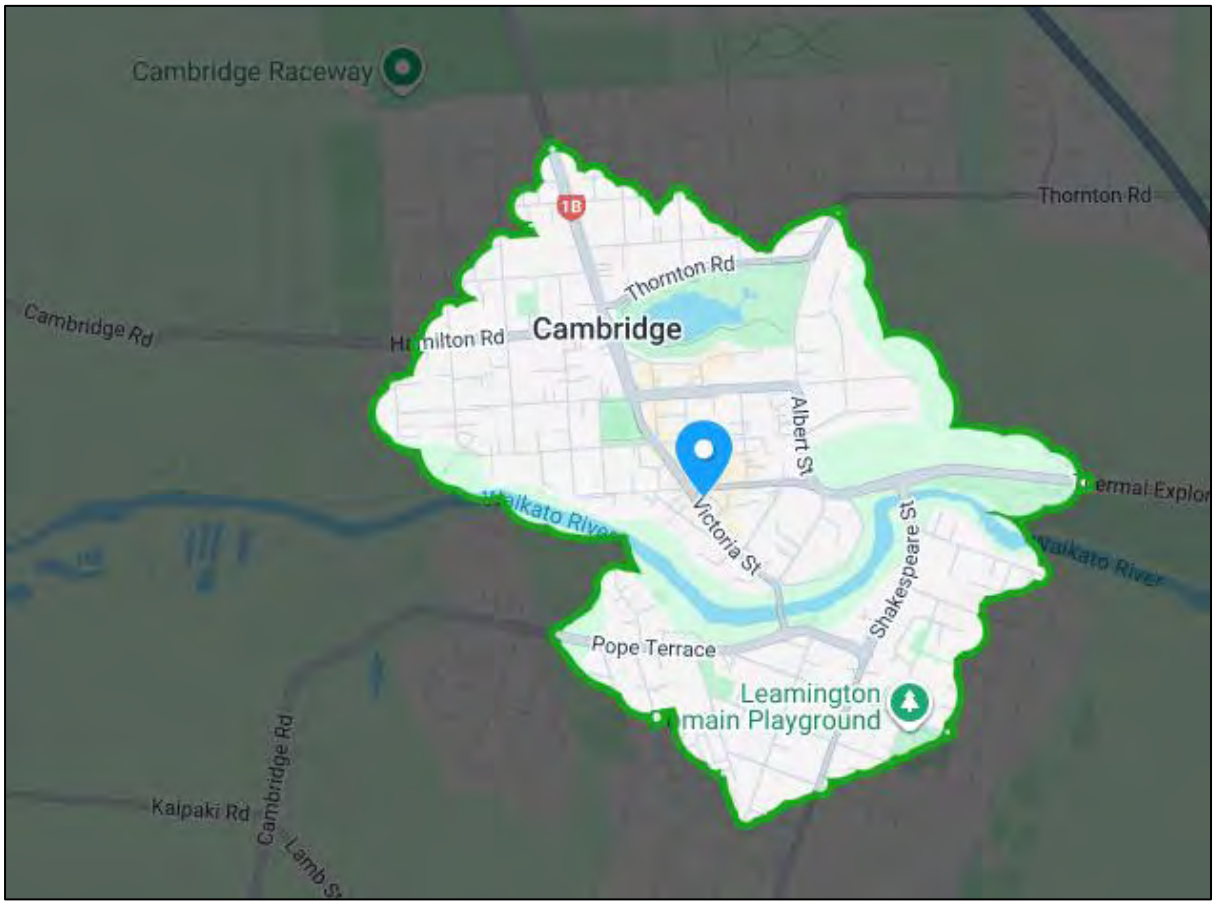


FIGURE 12: 20-MINUTE WALKING CATCHMENT

2.5 Traffic Volumes

Traffic volumes have been obtained from Mobileroads and are summarised in Table 1 below. Mobileroads does not include peak hour volumes, hence peak hour volumes have been calculated using a typical peak hour ratio of 12% of daily traffic volumes.

TABLE 1 EXISTING TRAFFIC VOLUMES

Road	Location	Calculated Peak (vph)	Daily (vpd)
Victoria Street	North-West of Commerce Street	1,538	12,816
Commerce Street	South-East of Victoria Street	54	452
Duke Street	At Commerce Street Intersection	640	5,330

A single traffic lane is considered to have a capacity of up to 1,200 vph per lane. Victoria Street, classified as a minor arterial road, therefore has a theoretical two-lane capacity of 2,400vph. Current traffic volumes indicate 1,538 vehicles across the two lanes. This represents 64% of the road's existing peak hour theoretical capacity, indicating that the roadway is currently operating below maximum capacity. Similarly, Commerce Street has an existing peak hour theoretical capacity of 2%.

2.6 Road Safety

2.6.1 CAS Analysis

A search was made of the Waka Kotahi Crash Analysis System for all reported crashes that have occurred, the last full five-year period 2020 to 2024 including 2025 year to date surrounding the site. Given the posted speed limit of 40 km/h, a design speed of 50 km/h has been adopted for determining the Safe Intersection Sight Distance (SISD) length of 97m within which the analysis has been conducted at both rear service lane vehicle crossings and at the intersection of Victoria Street and Commerce Street. The crash analysis area is shown in Figure 13 below.

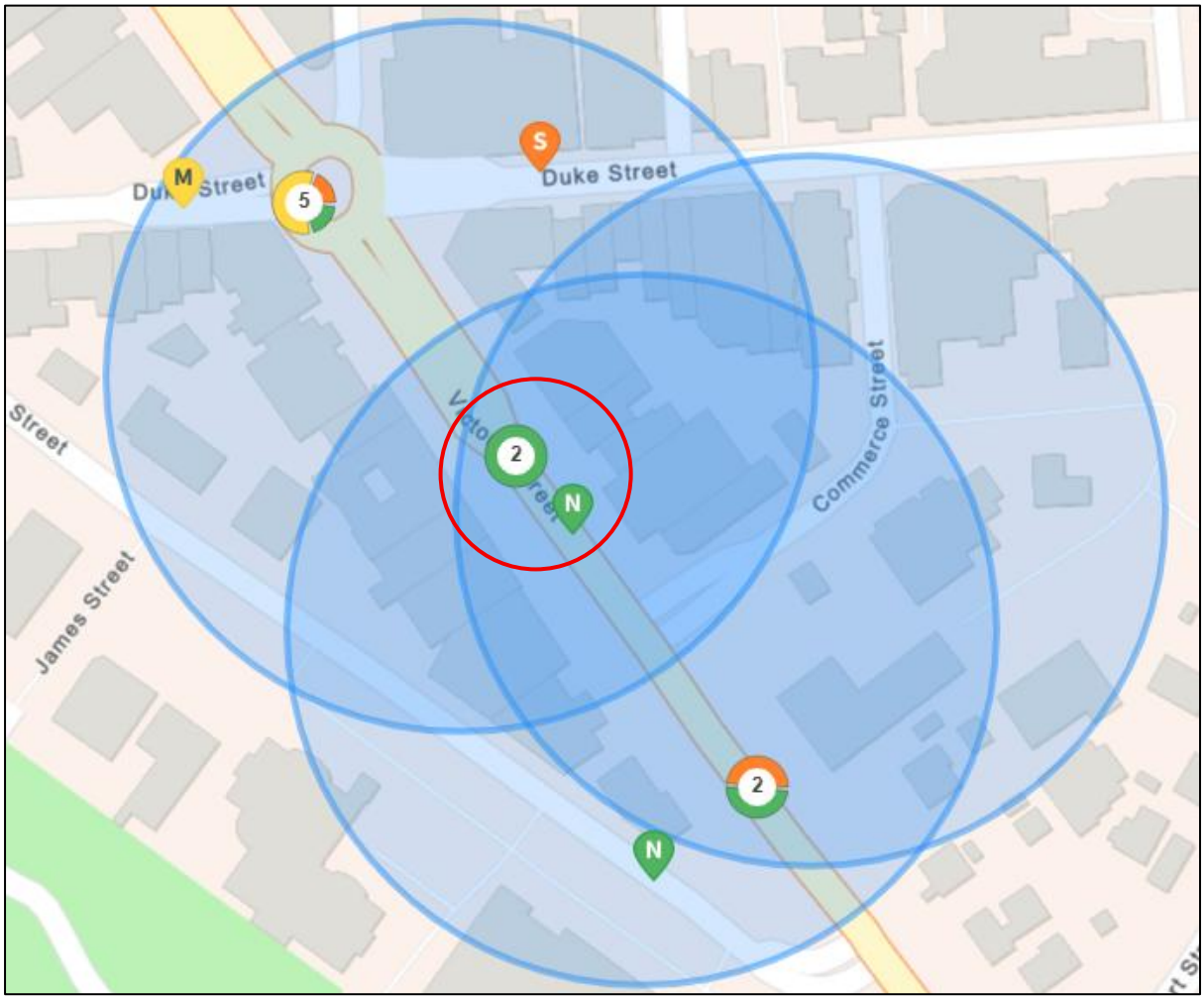


FIGURE 13: CAS ANALYSIS

A total of thirteen crashes were reported within the analysis area including three serious injury crashes, four minor injury crashes and six non-injury crashes. Despite the relatively large number of recorded crashes in the surrounding area, closer inspection indicates that only three non-injury crashes, circled red in Figure 13, occurred within the frontage of the subject site. It is also noted that none of the reported crashes occurred on entry to or exit from the service lane.

The first non-injury crash outside the subject site involved a driver that was parked within the central median for approximately five to ten seconds before being struck in the rear right corner by an oncoming vehicle. The crash report indicates the crash may have been intentional with the driver of one vehicle fleeing the scene and becoming involved in a second crash on Cambridge Road.

The second non-injury crash occurred when a driver attempted a U-turn on Victoria Street and collided with an oncoming vehicle travelling south from the nearby roundabout. The crash report does not state any contributing factor.

The third non injury crash occurred when a driver exiting a parking space collided with a northbound vehicle on Victoria Street. The crash report cites failure to give way as a contributing factor.

Overall, no crashes were reported that involved the subject site, pedestrians or cyclists. No common crash trends or factors have been identified and as such, no specific road geometry, safety or environmental issues have been identified in relation to the subject site.

2.6.2 MegaMaps Analysis

The Waka Kotahi MegaMaps database has been used to has identify both the personal and collective risk ratings for the roads described above.

- Collective risk is the measure of how likely a crash is to happen along a given stretch of road network.
- Personal risk relates to the chance that if a crash does occur that it involves a given individual. It is not unusual to see higher personal risks on a road, particularly when there are low traffic numbers.

Table 1 below shows a summary of the MegaMaps Risk Ratings for surrounding roads.

TABLE 1: MEGAMAPS RISK RATINGS

Road	Collective Risk	Personal Risk
Victoria Street	Medium / High	Low / Medium
Commerce Street	Low	Low

The associated risk ratings of Medium High collective risk and Low Medium personal risk for Victoria Street and low collective and personal risk ratings for Commerce Street are considered to align with the observed crash record for each respective road corridor. It is noted however that the Victoria Street ratings are not considered reflective of the environment in the immediate vicinity of the site. The majority of the reported crashes occurred north of the site at the intersection of Victoria Street and Duke Street and are considered typical intersection type crashes and likely responsible for the over-arching risk ratings.

2.7 Committed Environmental Change

There are no known developments or roading upgrades that are committed that would have a noticeable impact on traffic patterns across the frontage of the site.

3 Proposal

It is proposed to redevelop a large section of the existing commercial / retail block of Victoria Street, Cambridge, between 32 and 42 Victoria Street, into a multi-use development. The proposal incorporates:

- Basement carpark including 37 car spaces and 14 bicycle spaces;
- Six retail and café activities on the ground floor (1,098sqm) plus an atrium (185sqm);
- Offices on the first floor (1,158sqm); and
- 11 Residential Apartments.

- 7 apartments on the second floor (x5 two bedroom and x2 one bedroom).
- 4 apartments on the third floor (x2 three bedroom and x2 two bedroom).

It is understood that the tenants of the retail / café and office activities are unknown at this stage. As demolition of the existing buildings is required, all existing tenants will need to vacate the premises. It is understood that some tenancies within the site are already vacant. A concept plan of the ground floor works is shown in Figure 14 below and attached as Appendix A.

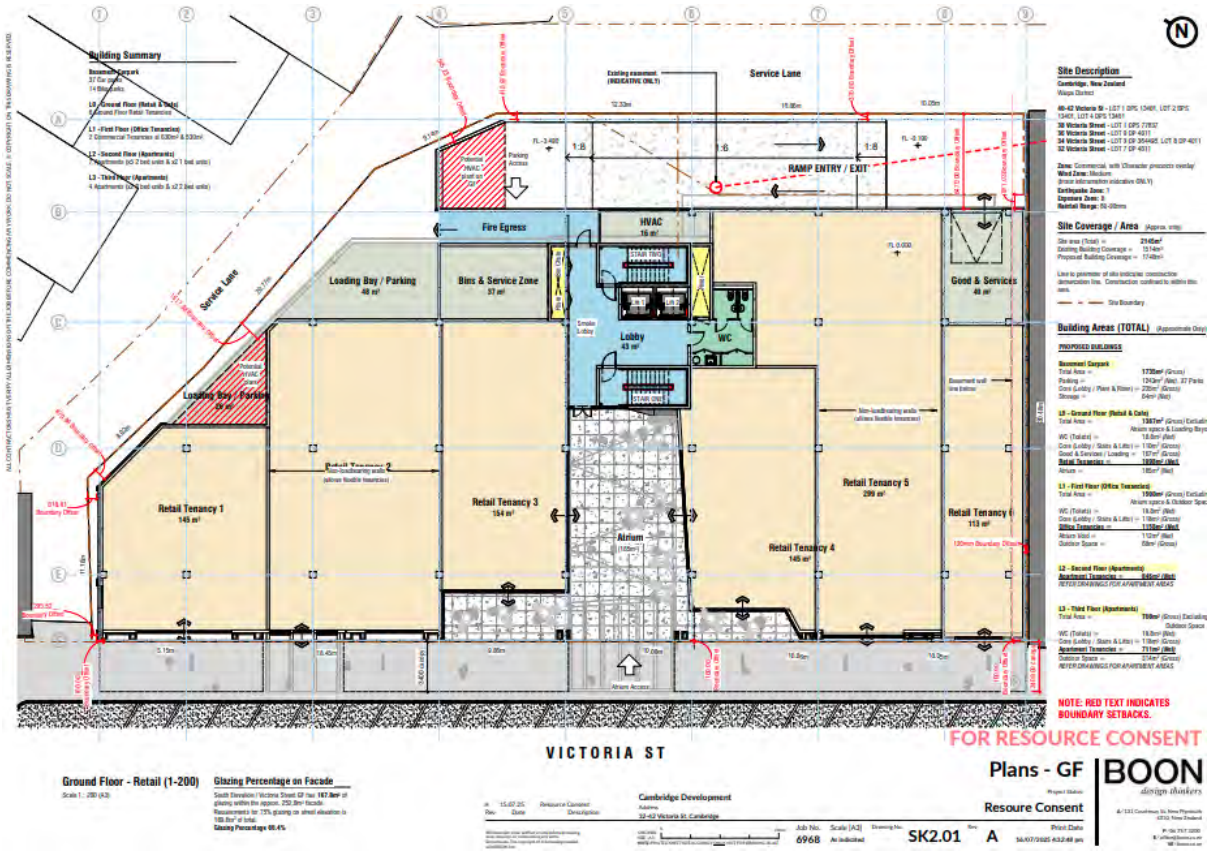


FIGURE 14: GROUND FLOOR CONCEPT PLAN

3.1 Existing Tenancies

As shown in Table 2 there are multiple tenancies / activities occupying the same lot with limited detail available regarding floor area per tenancy. As such, the activities associated with Green with Envy' / 'Hanoi Boy' have been assessed with a respective allocation of two thirds / one third while the 'Meraki Workspace' / 'Scent With Love' and 'Happy Days Takeaways' have been assessed one quarter / one quarter and one half respectively. This general approach is considered conservative and was considered to be appropriate during the site visit on 16th October 2025. Also during this site visit, the number of seats for the 'Hanoi Boy' restaurant activity were able to be counted.

The existing tenants of the site are summarised and listed in Table 2 below. Opening hours and other details have been obtained from provided plans and from business websites where available. These details were also confirmed during a site visit undertaken on 16th October 2025 where possible.

TABLE 2: EXISTING TENANTS

Name	Activity	Area (sqm)	Opening Hours	Other Comments
Green with Envy	Retail	921	Mon to Sat 9am to 4pm Sun 10am to 3pm	Approx two thirds of tenancy area (614sqm)
Hanoi Boy	Restaurant		Mon to Sun 11:15am to 8pm	34 seats inside, 14 seats outside Approx one third of tenancy area (307sqm)
Barber	Retail	306	Mon to Fri 8:30am to 6pm Sat & Sun 8:30 to 4:30pm	
TLC – Financial Advice	Office	306		No hours listed
Property Brokers	Office	306	Mon to Fri 8:30am to 5pm Closed Weekends	
Meraki Workspace	Office	306		Shared workspace / office Vacant Tenancy Approx a quarter of tenancy area (76sqm)
Scent with Love	Retail			No hours listed – building vacant Approx a quarter of tenancy area (77sqm)
Happy Days Takeaways	Takeaway		Mon to Sat 11:30 to 8:30pm Sun 4:30pm to 8:45pm	No dine in option Approx half of tenancy area (153sqm)

From Table 2, there is a total of approximately 689sqm commercial, 997sqm retail and 460sqm food and beverage activity on site. It is also noted that 'Scent with Love' is currently a vacant tenancy as the retail entity has relocated and as a shared office space, the 'Meraki Workspace' is expected to be largely vacant unless booked for use through one of the four partnering occupants i.e 'Cambridge Rentals Ltd', 'Main Stream Green', 'Skin Analytics' and 'Black Creative'.

4 Traffic Effects

Trip generation rates within this section have been obtained from the New Zealand Transport Agency (NZTA) Research Report 453 (RR453) Trips and parking relating to land use, Table C.1.

4.1 Existing Trip Generation

The existing traffic volumes are summarised in Table 3 below using the approximated area where this information is not known as described above. It is also noted that the existing traffic volumes assume full occupancy, including the current vacant site of Scent with Love and assuming use of the shared office space of the 'Meraki Workshop'.

TABLE 3: EXISTING TRIP GENERATION

			RR453 Trip Generation			
			Peak Hour Volumes (vph)		Daily Volumes (vpd)	
Name	Activity	Estimated Area (sqm)	Rate	Calc	Rate	Calc
Green with Envy	Retail	614	26.2 / 100sqm GFA	161	93.4 / 100sqm GFA	573
Hanoi Boy	Restaurant	307 approx 48 seats	0.6 / seat	28	3.7 / seat	178
Barber	Retail	306	26.2 / 100sqm GFA	80	93.4 / 100sqm GFA	286
TLC – Financial Advice	Office	306	1.6 / 100sqm GFA	5	19.6 / 100sqm GFA	60

Property Brokers	Office	306	1.6 / 100sqm GFA	5	19.6 / 100sqm GFA	60
Cambridge Rentals / Meraki Workspace	Vacant Assessed as Office	76	1.6 / 100sqm GFA	1	19.6 / 100sqm GFA	15
Scent with Love	Retail	77	26.2 / 100sqm GFA	20	93.4 / 100sqm GFA	72
Happy Days Takeaways	Takeaway Assessed as Fast Food	153	36 / 100sqm GFA	55	266 / 100sqm GFA	407
Total				**355**		**1,651**

As shown in Table 3 above, the existing tenancies are calculated to contribute approximately 355vph and 1,651vpd to the surrounding road network which equates to approximately 22% of the existing network peak volumes. It is noted that the above trip generation assumes full tenant occupancy. This assessment assumes no cross visitation between activities on site, and makes no allowance for pass by trips. Given the activities are within the town centre, it is likely that trips to the site would be combined with those to other facilities and that the actual level of traffic generation would be less than shown in Table 3.

4.2 Proposed Trip Generation

Table 4 below summarises the expected trip generation of the development based on the proposed activities.

TABLE 4: PROPOSED DEVELOPMENT TRIP GENERATION

		RR453			
		Peak Hour		Daily	
Activity	**Area (sqm)**	**Rate**	**Calculation**	**Rate**	**Calculation**
Retail	1,098	26.2 / 100sqm	288	93.4 / 100sqm	1,025
Office	1,158	1.6 / 100sqm	19	19.6 / 100sqm	227
Residential Apartments (Inner city)	11	0.3 / unit	3	2.7 / dwelling*	30
Total			**310**		**1,282**

*No data available for daily trip rates therefore daily trips are calculated to be approximately 2.7vpd/dwelling

As shown in Table 4 above, the proposed activities are anticipated to result in a net decrease of approximately 46vph during peak and 369vpd to the surrounding road network compared to existing levels. As with the assessment of existing trip generation, no allowance has been made for cross visitation between activities on site, within the wider town centre or for pass by or otherwise linked trips. Whilst the proposed development is therefore likely to generate les traffic than assessed, the approach forms a consistent basis for comparison with the assessment of existing traffic generation.

As outlined in WDC DP Rule 16.4.2.22, based on the calculated trip generation exceeding 250vpd, a Broad ITA is required. As the proposal is anticipated to reduce the number of trips to the surrounding road network from existing levels and will require the implementation of a Construction Traffic Management Plan (CTMP) to manage construction effects, it is considered a Simple ITA is appropriate for the development.

5 Access Effects

5.1 Operation

5.1.1 Existing

The rear service lane is accessible from both Victoria Street and Commerce Street with entry and exit movements undertaken at both vehicle crossings. Despite the majority of the rear service lane being wide

enough to accommodate two passing vehicles, the presence of close proximity parking reduces the observed operational speed of the service lane to be approximately 10km/h. This operational speed was also confirmed to be appropriate during the site visit. It is primarily used for parking access by staff of businesses both within the development area and for some adjacent businesses directly to the north where on-street parking or additional off-street parking is not available.

The service lane provides access for parking, loading and refuse activities associated with the site and with adjacent businesses as shown in Figure 15 below with parking areas of the site highlighted blue and for the adjacent businesses highlighted red.



FIGURE 15: EXISTING REAR SERVICE LANE

5.1.2 Proposed

It is proposed to retain the service lane and both existing vehicle crossings to Victoria Street and Commerce Street. As part of the proposal, use of the Victoria Street vehicle crossing is proposed to be limited to exit movements only. It is recommended that upon completion of the development, the movement characteristics of the rear service lane are communicated to all users, together with appropriate signage and delineation. It is recommended that use of the proposed basement carpark is via the Commerce Street crossing only, as discussed later in Section 6.

The rear service lane and its operation is shown in Figure 16 below.

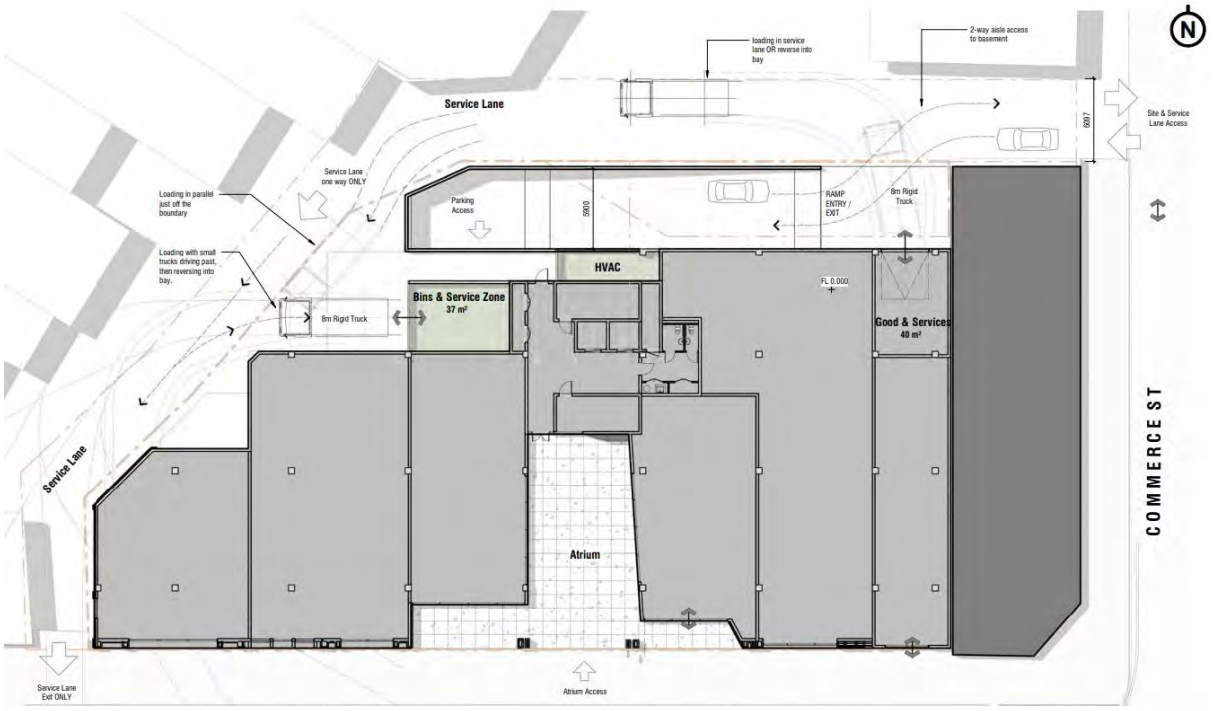


FIGURE 16: PROPOSAL ACCESS ARRANGEMENT

The proposal does not include any changes to the layout or function of the adjacent business carparks as shown highlighted red in Figure 15 nor does it propose any formational changes to the vehicle crossings themselves. It is therefore anticipated that following construction of the development, vehicular access for the adjacent businesses will be able to continue in its existing operation from the Commerce Street vehicle crossing with movements limited to exit only at the Victoria Street vehicle crossing.

Vehicle tracking of the proposed rear service lane functions including loading and basement carpark entry and exit has been completed and is attached in Appendix B.

5.2 Number

WDC DP Rule 16.4.2.4 contains no specification of the number of accesses / vehicle crossings a site can accommodate, only requiring that access be supplied to a formed road, constructed to a permanent standard and shall accommodate the demands of the site. Therefore, the two vehicle crossings for the service lane are considered appropriate.

5.3 Separation

As both Victoria Street and Commerce Street are located within a posted 40km/h speed environment, WDC DP Rule 16.4.2.5 requires the minimum separation distances between accesses to be less than 4m or more than 11m and separation to an intersection to be a minimum of 30m on Victoria Street and 20m on Commerce Street. The site is able to comply with all separation requirements of the District Plan.

5.4 Width

The Waipa DP does not contain guidance on the formation of vehicle crossings therefore reference is made to the Regional Infrastructure Technical Specifications (RITS) manual. RITS Drawing 3.3.1 requires a commercial vehicle crossing to be between 5m and 7.5m in width which allows for two-way movement. The existing service lane vehicle crossings measure approximately 4.2m in width along the property boundary at Victoria Street and 5.5m in width along the property boundary on Commerce Street. Both vehicle crossings currently permit two-way traffic movement.

The Commerce Street vehicle crossing is therefore compliant with the width requirements however the Victoria Street vehicle crossing is non-compliant by 0.8m. It is also noted that the reserve width of the Victoria Street vehicle crossing is approximately 4.6m making establishment of a compliant vehicle crossing impractical. As shown in Figure 16 above, the proposal seeks to amend the permissible traffic flow to one-way exit operation, therefore, the non-compliance of the Victoria Street vehicle crossing would be technical in nature only as the required widths permit two-way traffic flow.

5.5 Visibility

Visibility to pedestrians at both rear service lane vehicle crossings is limited in at least one direction due to adjacent buildings as shown in Figure 17 and Figure 18 below.

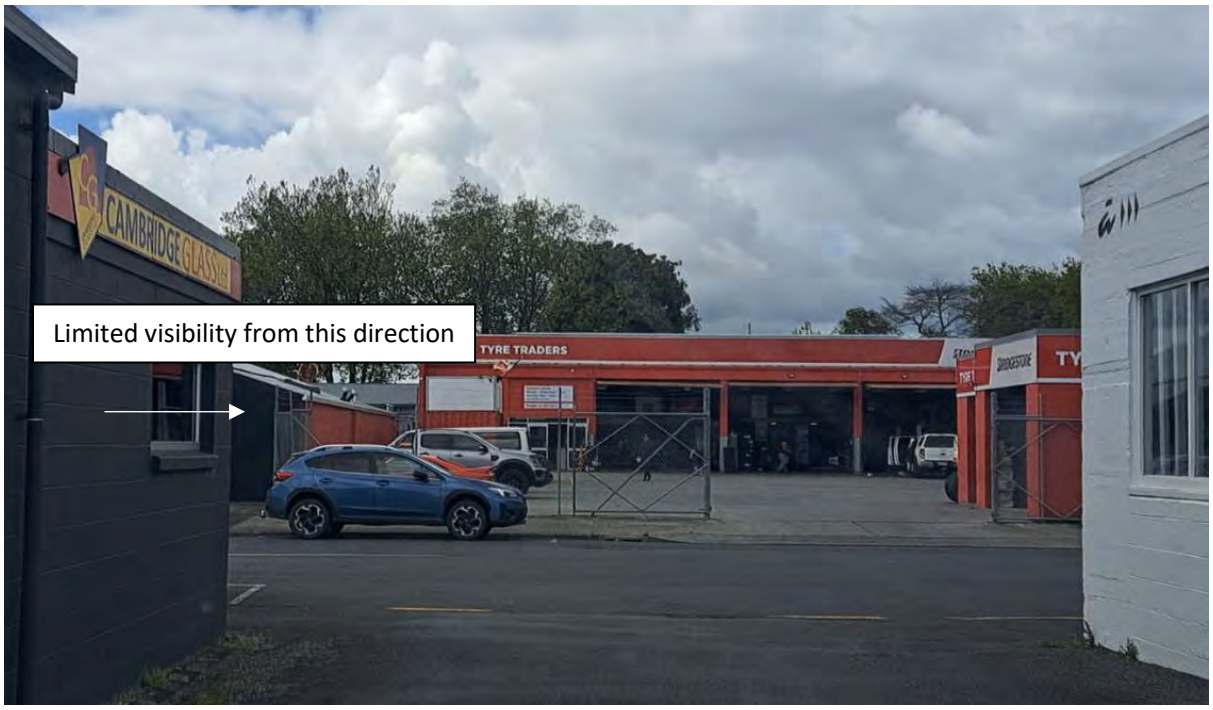


FIGURE 17: COMMERCE STREET VEHICLE CROSSING VISIBILITY TO PEDESTRIANS



FIGURE 18: VICTORIA STREET VEHICLE CROSSING VISIBILITY TO PEDESTRIANS

However, as discussed above, both vehicle crossings are considered suitable for their proposed use. Although it is assessed that the operating speed of the rear service lane is 10km/h, it is noted that there is no internal speed signage to this effect, nor any observed means of traffic calming, especially in the vicinity of the vehicle crossing.

There have been no reported incidents of vehicle vs pedestrian / active user conflict at the existing vehicle crossings and the assessed likelihood of such conflict is considered to remain low with the proposed development in place. As additional measures to mitigate any potential safety effects, additional traffic calming measures such as speed humps can be installed within the site to ensure vehicles exiting the service lane are travelling at an appropriate speed on approach. Additionally, pedestrian warning signs such as those shown in Figure 19 below can also be added prior to both vehicle crossings to ensure drivers are alerted to the potential presence of pedestrians.



FIGURE 19: PEDESTRIAN WARNING SIGNAGE (PW29)

To inform vehicles entry is not permitted through the Victoria Street vehicle crossing , this can be delineated with 'No Entry' markings within the access facing Victoria Street and reinforced by directional arrows and appropriate turn ban signs along the service lane.

6 Parking Effects

6.1 Existing Provision

The existing parking infrastructure to the rear of the site is currently unregulated in that there were no signposted restrictions for allocated parking spots observed during the site visit.

It was also observed that there was no external signage from either Victoria Street or Commerce Street directing customers of the existing shops to park at the rear therefore it is reasonably concluded that the vehicles parking from the service lane are likely to be associated with staff movements.

The service lane parking provision is shown in Figure 20 below.



FIGURE 20: REAR SERVICE LANE PARKING

It was also observed that the service lane also serves as the delivery route for loading activities and, given the large number of refuse containers, is also likely to be used for refuse collection.

Customer parking is predominantly provided on Victoria Street with 23 carpark spaces observed along the road frontage as shown in Figure 21 below. These parking spaces were also noted to be free-to-park and are time restricted to 90 minutes.

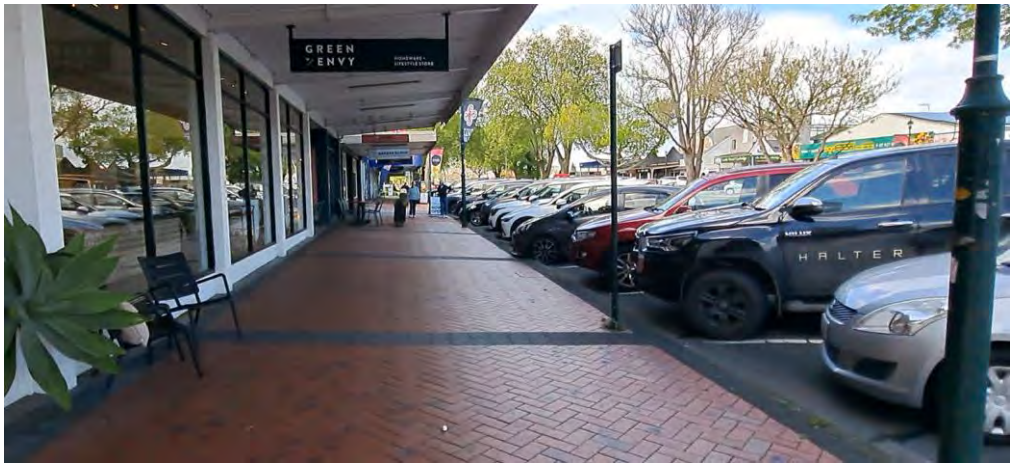


FIGURE 21: VICTORIA STREET PARKING

Parking is also available on Commerce Street although is heavily restricted due to No Stopping At All Times (NSAAT) delineation.

The proposal does not include any change to the provision or restriction of the existing public parking on either Victoria Street or Commerce Street.

6.2 Proposed

6.2.1 General Car Parking Provision

The proposal includes provision of 37 carparking spaces in an underground basement accessible from the existing rear service lane as shown in Figure 22 below.

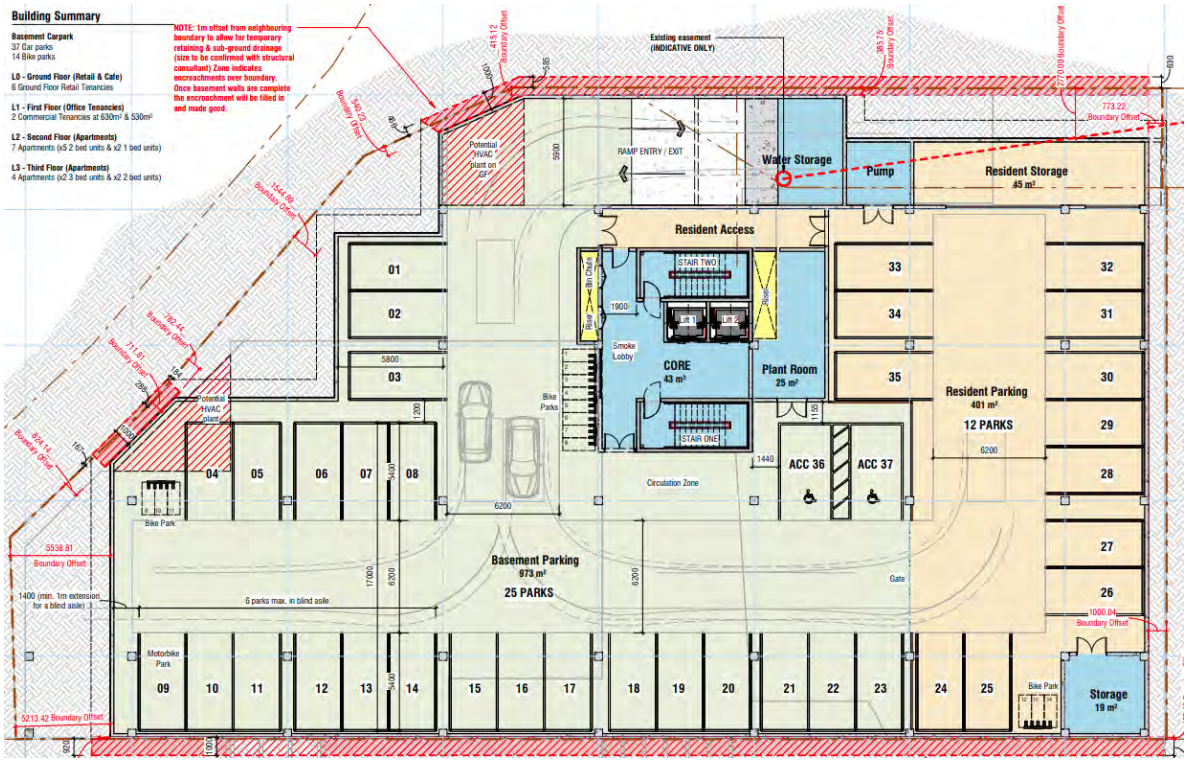


FIGURE 22: PROPOSED PARKING

Of these, 12 will be allocated to the residential tenancies (shown yellow) with the remaining 25 spaces, including two accessible spaces are intended for the remaining tenants (shown green).

6.2.1.1 Access Ramp

The carpark is accessed via an internal ramp which connects the rear service lane to the basement carpark as shown in Figure 23 and Figure 24. The ramp is approximately 22m in total length and has a transition section at each end measuring approximately 2m in length at a grade of 1 in 8, while the remaining 18m length has a grade of 1 in 6.

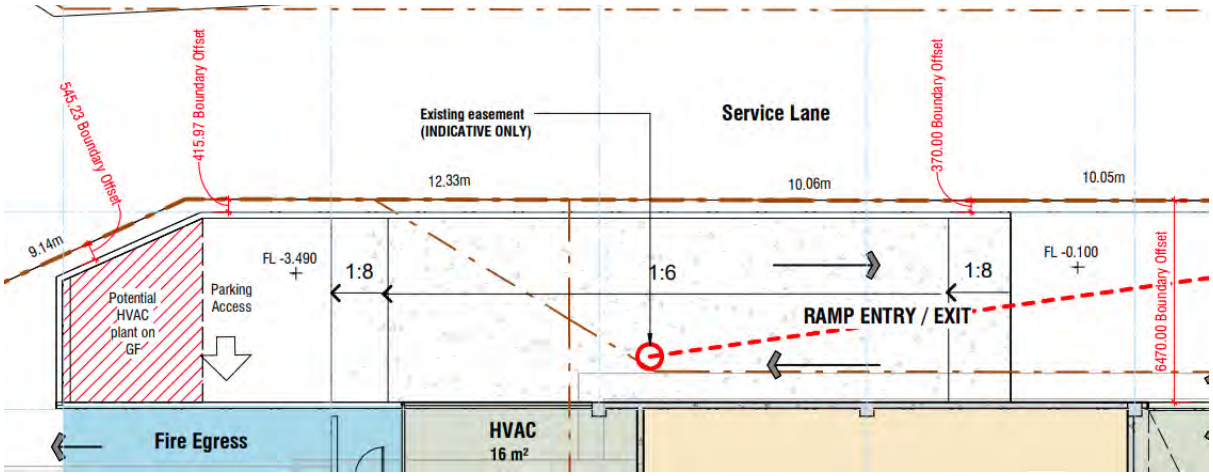


FIGURE 23: CARPARK ACCESS RAMP



FIGURE 24: CARPARK ACCESS RAMP PROFILE

Waipa DC ODP does not contain any guidance on the recommended gradients for carparking ramps and therefore reference has been made to NZS 2890.1 which specifies for a ramp longer than 20m in length, a maximum gradient of 1 in 6 is permitted. As shown in the provided plans, the ramp grade does not exceed a 1 in 6 grade and is therefore considered appropriately designed.

Vehicle tracking of the ramp entry and exit manoeuvres and exit sightlines has also been undertaken and is shown in Figure 25 below and in Appendix B.



FIGURE 25: CARPARK ACCESS RAMP MANOEUVRES AND EXIT SIGHTLINE

Vehicle tracking of the access ramp has shown the following

- Only one movement can be completed at once e.g entry or exit, not simultaneously due to the entry arc required to allow the vehicle entering to clear the building;
- Sightlines for exit manoeuvres toward Commerce Street are sufficient however there is no visibility available to the west toward Victoria Street; and
- Exit from the carpark access ramp toward Victoria Street vehicle crossing cannot be undertaken without impeding both the rear service lane and carpark access ramp as to do so requires reversing movements.

Following the vehicle tracking analysis, the following recommendations are made:

- Stop / hold line delineation for exit manoeuvres - As only one movement, either entry or exit, can be completed at one time, it is recommended that a stop / hold line be delineated at the top of the transition ramp for exiting vehicles to give way to vehicles entering the basement carpark.
- Convex mirror installation – sightlines for exiting manoeuvres toward Victoria Street are expected to be significantly obstructed. However, as specified in NZTA RTS 6, in cases where visibility is

constrained, the installation of a convex mirror can be an acceptable solution. It is recommended this is installed directly opposite the exit lane limit line and positioned such that it increases visibility for exiting vehicles.

- Movements – it is recommended that all movements to and from the basement carpark are conducted through the Commerce Street vehicle crossing. This can be appropriately communicated to all commercial tenants and residents as well as via the installation of appropriate signage.

6.2.1.2 Car Parking Design

The Waipa DP does not contain guidance on the formation of carparks therefore reference is made to NZS 2890.1 for design suitability. As the primary users of the proposed parking facilities are anticipated to be residents and employees, the appropriate user class as defined in NZS2890.1 is that of Class 1A which allows for residential, domestic and employee parking. NZS2890.1 Figure 2.2 therefore defines the minimum appropriate carparking dimensions to be 2.4m in width, 5.4m in length and have a manoeuvring aisle width of 5.8m. The proposed carparks are noted to be 2.6m in width and 5.4m in length with a manoeuvring aisle width of 6.2m thereby demonstrating compliance with this standard.

The proposed carparking arrangement has been tracked to show that a B99 vehicle, 5.2m long and 1.9m wide, can adequately conduct both entry and exit manoeuvres for the critical carparking locations at the end of the carparking 'stubs' as shown in Figure 26 below and attached as Appendix B.



FIGURE 26: VEHICLE TRACKING - CARPARKING ENTRY AND EXIT

6.2.2 Accessible Parking Provision

The Waipa DP does not contain guidance on the formation or provision of carparks therefore reference is made to NZS 2890.6. NZS2890.6 Figure 2.1 requires a minimum carpark width of 2.4m, length of 5m and adjacent 1.1m access width. It is noted that this 1.1m access width is generally accepted to be shared where two accessible spaces adjoin each other. NZS2890.6 Table B1 outlines the required number of accessible spaces to be provided based on total carpark provision. As the proposal includes 37 carparks, the site is required to accommodate a minimum of two accessible spaces which have been accommodated and are shown on the plan as spaces 36 and 37.

6.2.3 Cycle Parking Provision

As also shown in Figure 22, the proposal includes provision of 14 bicycle parks within the underground basement parking facility. The locations are shown in more detail in Figure 27 below and are circled in red.

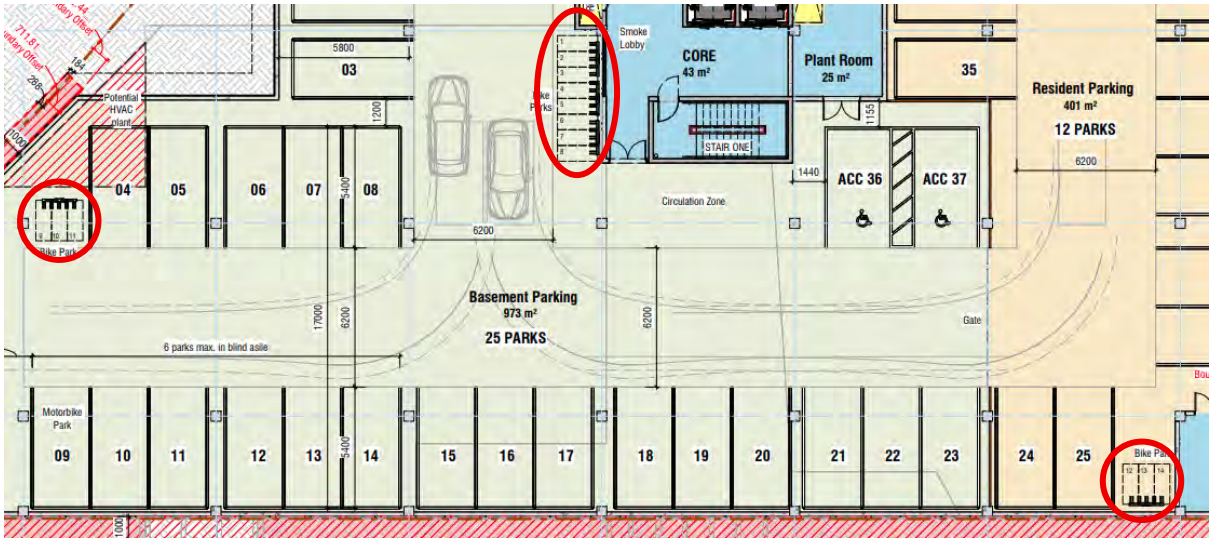


FIGURE 27: BICYCLE PARKING

WDC ODP Rule 16.4.2.21 only requires bicycle parking to be provided in areas other than Rural or Pedestrian Frontage. The site is located within a pedestrian frontage area and therefore there is no requirement for the provision of bicycle parking. However, application of the provision rate of one space for every ten employees observed for other areas would provide compliance for up to 140 employees based on the 14 spaces provided. WDC ODP does not require any cycle parking provision for residential dwellings.

6.2.4 Loading Provision

WDC DP Appendix T1 outlines the loading requirements for various activities. Within this appendix it is noted there is no loading requirement for dwellings, one loading space for a 90th percentile car for office activities and one space for a 99th percentile two axle truck for retail activities. The proposal incorporates two loading bays for an 8m rigid truck accessible at ground level within the rear service lane as shown circled red in Figure 28 below.

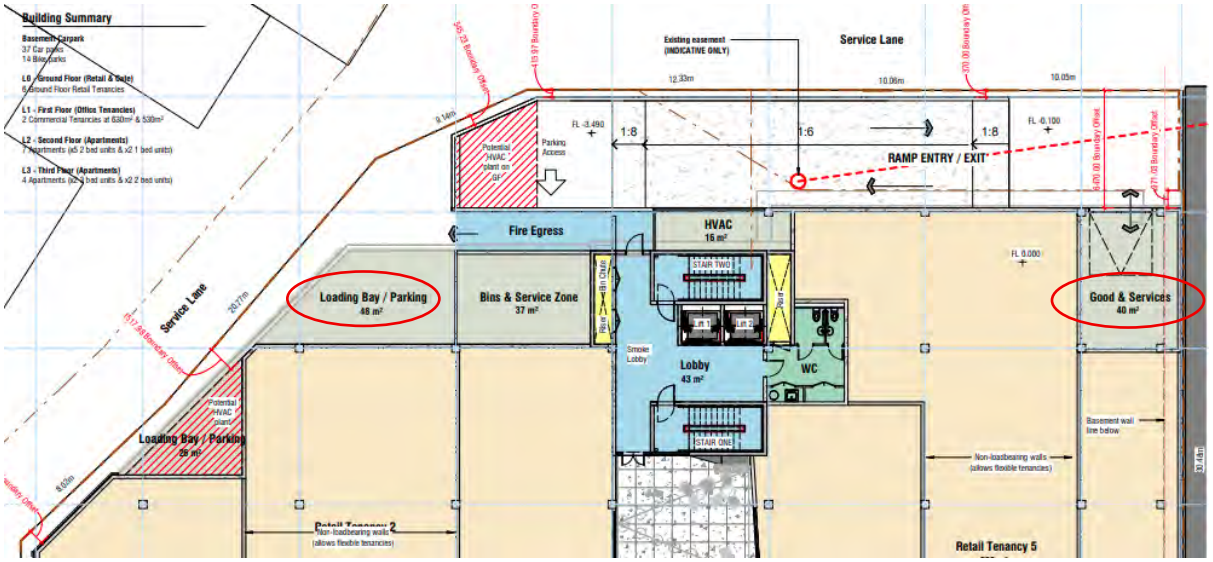


FIGURE 28: LOADING BAY LOCATIONS

Due to the temporary and generally short duration of loading activities, it is considered that shared loading facilities are appropriate. Vehicle tracking for an 8m rigid truck has been undertaken using a rear loading truck with entry from the Commerce Street vehicle crossing and exit via Victoria Street as indicated on the provided plans and shown in Figure 29 below.



FIGURE 29: LOADING BAY VEHICLE TRACKING 8M RIGID FROM COMMERCE STREET

Vehicle tracking shows that an 8m rigid truck is able to access both loading areas by conducting reverse manoeuvres within the rear service lane. In the case of the easternmost loading bay, an 8m rigid truck parked in the loading bay will also be clear of any vehicle accessing the carpark ramp however it is also noted that upon exit, sightlines toward Commerce Street, will be obstructed due to the building façade.

Due to the required reversing manoeuvres and potential sightline obstructions from the southern loading bay, it is recommended that loading activities be conducted outside peak network and site operational hours and restricted to entry via Commerce Street and exit to Victoria Street to limit potential for conflict. This can be managed by way of consent condition.

6.2.5 Rubbish Collection

Refuse collection is anticipated to be via private collection. As described above, the refuse collection area is shown located adjacent to the northernmost loading bay. The design vehicle typically used when conducting tracking for private refuse collection is the 8m rigid truck, the same as that tracked for loading activities. Therefore, the same vehicle tracking as shown in Figure 29 above and recommended movement restrictions are considered appropriate. This can be managed by way of consent condition.

7 Road Safety Effects

The road safety report interrogated in Section 2.6 suggests that there are no discernible existing road safety issues associated with this part of Victoria Street or Commerce Street. It is calculated that once constructed, the proposal will result in a marginal decrease in the volume of traffic to the surrounding network. This reduction of traffic volume together with a movement restriction imposed on the Victoria Street vehicle crossing is expected to have beneficial effects by reducing the likelihood of conflicts. The proposed development is assessed as being unlikely to have a detrimental effect on road safety.

8 Construction Effects

It is standard practice as part of the resource consent that a Construction Traffic Management Plan (CTMP) is developed to outline how deliveries to and from the site will be managed and mitigated.

The particular transportation challenges associated with a development of this nature which also need to be considered when preparing the CTMP include, but are not limited to:

- Provision of adequate parking for both construction personnel and adjacent businesses
- Pedestrian and active user interaction along the footpaths fronting the site
- Plant and construction equipment – particularly large equipment such as excavators and cranes
    - Delivery routes
    - Storage on-site
    - Use
- Maintaining access to adjacent businesses

The site has frontage to Victoria Street, which as described above, has a road reserve of some 40m and includes pedestrian footpaths, on-street angled parking, dedicated cycle lanes, two movement lanes and a flush median. The proposed development area has a frontage of approximately 63m not including the 4.6m wide reserve for the rear service lane.

The following recommendations should be considered for implementation within the CTMP:

- Construction dates and hours of operation including any specific non-working hours for traffic congestion, noise, etc;
- Diagrams identifying which routes trucks will use to travel to and from the site;
- Details of site vehicular access / egress over the entire construction period noting that all access points to be located so that appropriate visibility is achieved onto the adjacent road network;
- Details of construction staging and how and where construction traffic will park;
- Establishment and assessment of the effects of any restrictions imposed on the rear service lane parking access for the adjacent businesses; and
- Establishment and assessment of effects of any restrictions imposed on the surrounding pedestrian network including details of:
    - Required closures / detours;
    - Appropriate identification of any hazards which cannot be eliminated such as trip / fall risks;
    - Provision of appropriate access aids such as kerb ramps for mobility impaired users; and
    - Any other appropriate TTM

- Establishment of suitable Temporary Traffic Management (TTM) – The surrounding road network including Victoria Street already has a 40km/h posted speed limit therefore a further reduction is considered unlikely to be necessary. TTM will therefore likely be limited to additional signage.
- Closure of the following existing adjacent facilities may be required and can be confirmed once construction methodologies and staging are confirmed:
    - Pedestrian footpath – closure of the footpath is not anticipated to present any significant adverse effects to the surrounding network and active mode users. There is a dedicated pedestrian crossing located approximately 15m northwest of the sites Victoria Street rear service lane vehicle crossing and suitable alternative footpaths for use.
    - Publicly available on-street parking – the parking along the site frontage may be closed and this area of carriageway used to facilitate construction traffic including plant delivery and HCV movements during demolition and earthworks. The effect of this closure is not anticipated to present any significant adverse effects to the surrounding network as these 23 carparks are considered likely to be primarily used by the businesses being demolished.
    - Dedicated southbound cycle lane – with effective traffic management and scheduling of HCV movements, this could be re-opened where possible / practical. During closure, it is anticipated that cyclists will be able to share the southbound movement lane with no significant adverse effects.
- Adjacent Business Parking and Rear Service Lane Access - Depending on the methodology and staging of construction, where possible, retention of the operation of the rear service lane should be maintained for those adjacent businesses that utilise this access for parking. Use of the service lane for construction access may be required and any such use should be communicated with the other service lane users to ensure that appropriate alternative means of access and parking can be provided for them as part of the CTMP.
- Contractor parking – As the development is located toward the southern end of the Cambridge township retail area, retention of as much on-street parking as possible is recommended so as to minimise the disruption to customers and adjacent businesses. Contractors can be required to carpool where possible to reduce the number of vehicles requiring parking.. There are approximately five paid public parking facilities within walking distance of the site with one located on Milicich Place and four on Wilson Street.
- HCV Movement Restrictions – The NZTA High Productivity Motor Vehicle network routes within the vicinity of the site are shown in Figure 30 below with the site designated as a red star. This network is to be used as much as possible for all HCV movements. As shown in Figure 30, the site (red star) is located south and west of the HPMV route.

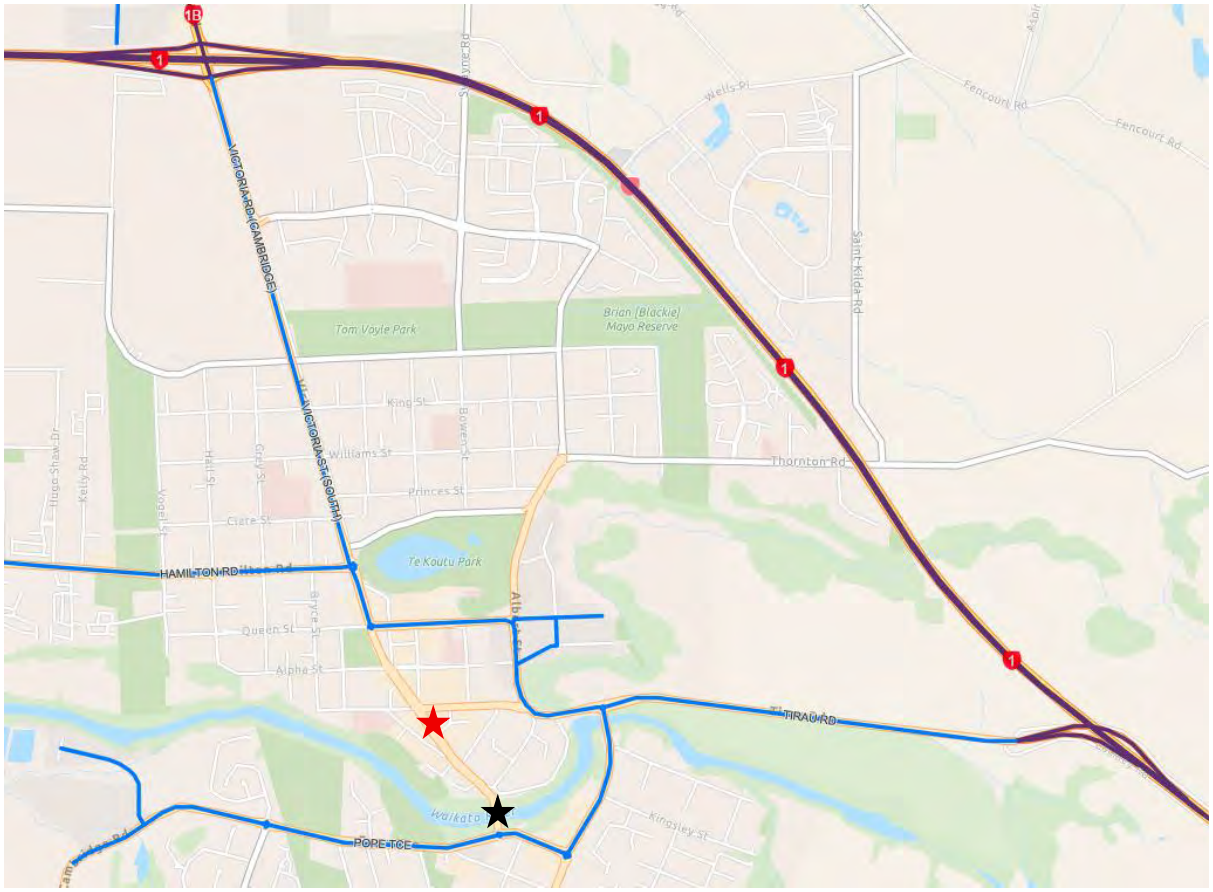


FIGURE 30: NZTA HPMV NETWORK MAP

It is noted that located south of the site and as denoted by a black star on Figure 30 there is a narrow bridge across the Waikato River. The bridge has a clearance height of 3m and does not permit HCV movements. As such the site HCV movements will require specific TTM to manage HCV movements back to the HPMV network in either the northern or eastern directions.



FIGURE 31: VICTORIA STREET BRIDGE

- Plant and Over-dimensional Loads – All heavy plant and over-dimensional loads will require appropriate permitting to be obtained and it is likely that movement restrictions pertaining to route selection and times will need to be observed.

Overall, it is assessed that disruption during construction activities will occur and that these will potentially affect pedestrians, cyclists and people wishing to park along the site frontage, as well as users of the service lane. Given the scale of development, a level of temporary disruption is to be expected. Based on our experience, the scale and effect of this disruption can be managed through a CTMP, with this being provided once construction processes such as staging etc. are known. With an effective CTMP in place, it is assessed that the temporary construction traffic effects can be managed appropriately.

9 Statutory Assessment

An assessment of the proposed subdivision has been undertaken against the relevant transportation rules of the Waipa District Plan. This is provided in Table 5 below.

TABLE 5: DISTRICT PLAN ASSESSMENT

Rule	Requirement	Proposed	Compliance
Road Hierarchy			
16.4.2.1	All structure plans, plan changes, developments, and subdivision must be consistent with the road hierarchy, as contained in Appendix T5.	No changes to the road hierarchy are proposed.	N/A
16.4.2.2	To maintain the effectiveness of the road hierarchy, a road network must be designed so that a road connects to a road at the same level in the hierarchy, or directly above or below its place in the hierarchy	No road network additions are included as part of the proposed development.	N/A
16.4.2.3	To maintain the effectiveness of the road hierarchy, when a site has two road frontages, vehicle access and egress must be from the lesser road type	The site access to/from an existing rear service access lane which forms a loop between Victoria Street and Commerce Street is to be retained	Non-compliance (existing)
Vehicular Access to Sites in All Zones			
16.4.2.4	Every site shall be provided with vehicle access to a formed road that is constructed to a permanent standard. The vehicle access shall be designed to accommodate the demands of all traffic from the activity on that site, taking into account the form and function of the road.	Site access is provided to a formed road. Existing service lane access to be retained	Complies
Vehicle Entrance Separation from Intersections and Other Vehicle Entrances			
16.4.2.5	The minimum distance of a vehicle entrance (accessway) from an intersection or other entrance shall be as follows. Values K, M and N are 100m, 45m and 40m respectively.	All vehicle entrance separation requirements are met.	Complies
Vehicle Entrance Separation from Railway Level Crossings			
16.4.2.6	New vehicle access ways shall be located a minimum of 30m from a railway level crossing.	No level crossings are near the site.	N/A
Minimum Sight Distance Requirements for a Railway Level Crossing			
16.4.2.7	Any buildings, structure or land use shall be located to comply with the minimum rail level crossing sightline requirements within Appendix T2.	No level crossings are near the site.	N/A
Vehicle Access to Compact Housing Development			
16.4.2.8	Compact housing development must only have one access point to a strategic road	Proposal is not for a compact housing development	N/A
Vehicle Access to Sites in the Commercial Zone			

16.4.2.9	No new vehicle access is permitted across any 'pedestrian frontage' as identified on the Planning Maps	No new access is proposed	Complies
16.4.2.10	No direct vehicle access onto the State Highway is permitted from properties fronting State Highway 3.	Site does not front SH3	N/A
16.4.2.11	Where a site has frontage to a road and a service lane, all vehicle access shall be from the service lane.	Site proposes to retain existing service lane	Complies
Vehicle Access to Sites in the Industrial Zone			
16.4.2.12	Where a site has a frontage greater than 50m to a road which is not a State Highway or a major arterial road, two vehicle crossings will be allowed from that road, subject to the requirements of Rule 16.4.2.5.	Site is not in Industrial zone.	N/A
Parking, Loading and Manoeuvring Area			
16.4.2.13	All activities that involve the erection, construction or substantial reconstruction, alteration or addition to a building on any site, or changes the use of any land or building, shall provide loading/unloading spaces for vehicles on the site as set out in Appendix T1. If parking is provided in the Residential Zone: (a) One of the car parks allocated to a single dwelling may be stacked (i.e. located in such a way that it cannot be accessed directly from the associated access or manoeuvring area) provided that the stacked car park does not: (i) Encroach on or interfere with any shared access on the site; or (ii) Encroach on any required building setback, side boundaries, or outdoor living area; or (iii) Compromise the ability for any vehicle to manoeuvre within the site	The proposal includes provision of two loading spaces provided within the site.	Complies.
16.4.2.14	Vehicle parking (if provided), loading/unloading, and manoeuvring areas shall: (a) Not encroach on any setback, outdoor living area, or bicycle parking spaces; and loading/unloading areas and manoeuvring areas shall not encroach over vehicle parking spaces; and (b) Be designed, formed, and constructed to ensure that the surface of the required area provides a dust free environment; and (c) Provide for the safe and efficient disposal of surface stormwater clear of any adjoining access or road surface in a way that does not result in ponding or scouring; and (d) Be constructed to accommodate the anticipated use of the area by all traffic likely to access the site in the zone in which it is located, including construction traffic taking into account pavement, surfacing, demarcation of spaces, aisles and circulation roads; and (e) Be provided on the site on which the building, activity or proposal is located, except where the provisions of Rules 16.4.2.15 and 16.4.2.16 apply.	All proposed parking provisions are appropriate and comply with this rule.	Complies
Exemption for On-Site Vehicle Manoeuvring Areas in the Residential Zone			
16.4.2.15	On front or corner sites in the Residential Zone, on-site vehicle manoeuvring areas may be exempt from Rule 16.4.2.14(e) and shall not be required where: (a) The site contains a single, primary dwelling; and	Site does not exist within the Residential zone.	N/A

	(b) The garage doors, or vehicle entrance to the carport faces the road where the vehicle will access (refer to diagram following Rule 16.4.2.16); and (c) The distance between the garage door, or vehicle entrance to the carport and the road boundary on the site is no more than 12m (refer to diagram following Rule 16.4.2.16); and (d) The driveway does not encroach on any minimum outdoor living area as required under Rule 2.4.2.19 or road boundary setback other than at the vehicle entrance.		
16.4.2.16	On sites in the Residential Zone with access to a right of way, manoeuvring may occur in the right of way and sites may be exempt from Rule 16.4.2.14(e) where: (a) The site contains a single, primary dwelling; and (b) The garage doors, or vehicle entrance to the carport face the right of way where the vehicle will access; and (c) The distance between the garage door, or vehicle entrance to the carport and the site boundary with the right of way is no more than 12m; and (d) The driveway does not encroach on any minimum outdoor living area as required under Rule 2.4.2.19; and (e) Rights over the right of way shall be apportioned so as to provide legal access to all sites for the purposes of vehicle manoeuvring; and (f) The right of way shall be of sufficient dimension to provide for a vehicle manoeuvring area of a standard adequate to accommodate a 99.8 percentile car, in order to ensure that all vehicles have the ability to access the adjoining road in a forward direction after no more than a three point turning manoeuvre on the site.	Site does not exist within the Residential zone.	N/A
16.4.2.17	The design and layout of sites shall ensure that access to each required loading and unloading space, or parking space if provided is directly from the required access or manoeuvring area.	Site does not exist within the Residential zone. Access to all parking spaces is available	Complies
16.4.2.18	Vehicle manoeuvring areas loading and unloading spaces, and if provided, parking spaces, including those spaces located in a garage, shall be provided on a site, of a standard adequate to accommodate a 99.8 percentile car, or a 99 percentile truck, in order to ensure that all vehicles have the ability to access the adjoining road in a forward direction after no more than a three point turning manoeuvre on the site, except where Rule 16.4.2.16 applies.	Parking dimensions satisfy AS/NZS2890 standards. The 8m Medium Rigid truck from RTS18 has been used to represent anticipated loading movements	Complies
16.4.2.19	All car parks (if provided) shall be marked or delineated on site, except in the Residential Zone and in the St Peters School Zone.	Car parking spaces will be suitably marked.	Complies
Car Park Landscaping and Lighting			
16.4.2.20	Other than in the St Peters School Zone, all car parks must: (a) Provide at least one tree planted for every 5 car parking spaces at a grade of no less than PB95. For the avoidance of doubt, PB95 is equivalent to a tree that is at least 1.5m tall at the time of planting; and (b) Ensure lighting is designed to avoid shading areas or isolating areas of public use.	Landscaping and lighting to be assessed by other professionals.	N/A
Provision of Bicycle Parking Facilities			
16.4.2.21	In areas other than the Rural Zone and Pedestrian Frontages, activities employing more than ten people must	The proposed activity provides 14 bicycle parks and is therefore compliant for the	Compliance expected.

	provide bicycle parking facilities at a rate of one bicycle park for every ten people employed	employment of up to 140 people.	
Provision of an Integrated Transportation Assessment			
16.4.2.22	A Simple or Broad Integrated Transport Assessment (ITA) shall be prepared for activities as required by this rule. A Simple ITA is required for a development generating more than 250 'car equivalents' per day onto a collector or a local road.	Site expected to generate greater than 250cem, however is calculated to reduce the number of overall trips to the network. Simple ITA is therefore considered appropriate and provided.	Non-compliance

The assessment has identified two rules where District Plan compliance is not achieved. The first non-compliance is triggered due to the site access being to the lesser road type. The site only has frontage to Victoria Street however has an existing service lane access which loops around the rear of the site with vehicle crossings to both Victoria Street and Commerce Street. This rear service access lane is proposed to be retained and is an existing non-compliance. Due to the anticipated reduction in traffic volumes of the proposed development from the existing activities, it is considered the effect of this existing non-compliance is less than minor.

The second non-compliance pertains to the ITA itself. As the development is proposed to generate more than 250cem, Rule 16.4.2.22 requires provision of a Broad ITA. However, the development is anticipated to generate less traffic than the existing activities, which will be removed, and a CTMP is to be established for assessment of construction effects. Therefore, provision of a simple ITA to assess the reduced traffic effects is considered appropriate and the effects of the non-compliance is considered less than minor.

10 Conclusion

It is proposed to develop the site at 32 to 42 Victoria Street, Cambridge into a mixed-use development consisting of retail and office activities as well as a total of 11 residential dwellings. It is also proposed to construct a basement carparking level providing space for 35 carparks and 14 bicycle parks which will be accessed via the existing rear service lane which is to be retained.

Based on a fully occupied existing activity status, the proposed development, which is calculated to generate up to 310vph and 1,252vpd, demonstrates a decrease in the expected traffic volumes of up to 46vph and 399vpd to the surrounding road network.

Access to the site is be retained via the existing service lane with vehicle crossings to both Victoria Street and Commerce Street. To reduce the potential for conflict the proposal also seeks to restrict movements to exit only at the Victoria Street vehicle crossing. The proposed access to the site is therefore assessed as being suitable and appropriate for the proposed development.

The following recommendations have been made throughout this report:

- Amended movement characteristics of rear service lane are appropriately communicated / signposted;
- Stop / hold line at top of ramp transition on basement carpark exit to rear service lane to afford priority to entry traffic;
- Convex mirror to be installed opposite exit lane of carpark ramp positioned to enable visibility toward Victoria Street for exiting driver in constrained visibility conditions;

- Signage;
    - Permanent pedestrian warning signage (PW29 or similar) to be installed prior to each vehicle crossing.
    - Basement carpark movements are recommended to be to and from Commerce Street only with appropriate signage upon exit from carpark to advise drivers.
- Loading and refuse activities to follow prescribed entry via Commerce Street, exit via Victoria Street and should be undertaken outside peak network and site operational hours. Can be managed by way of consent condition;
- Consideration given to the provision of delineated 'No Entry' markings at the Victoria Street vehicle crossing to discourage unwanted entry movements which are currently permitted; and
- Consideration given to the installation of traffic calming measures prior to each vehicle crossing interaction with the pedestrian footpath to ensure exiting vehicles are travelling at an appropriate speed.

Two non-compliances have been identified to the requirements of the District Plan however each of these non-compliances have been assessed to be less than minor.

Due to site constraints of the development during construction, a suitable CTMP is to be prepared prior to the start of any construction activities to the satisfaction of Council as the road controlling authority. As described in section 8 of this report, amongst other criteria, the CTMP must address:

- The expected construction traffic generation through each stage of construction;
- Temporary traffic management;
- Identification of appropriate HCV control measures including vehicle movement restrictions detailing appropriate times of operation and routes; and
- Detailed assessment of effects of construction activities on parking and active modes including identification of suitable construction personnel parking locations.

With the establishment of a suitable CTMP to Council satisfaction and with the above recommendations in place, it is considered that there are no traffic engineering or transport planning reasons to preclude approval of the proposed development.

CKL

Appendix A: Site Plans

ALL CONTRACTORS MUST VERIFY ALL DIMENSIONS ON THE JOB BEFORE COMMENCING ANY WORK. DO NOT SCALE. © COPYRIGHT ON THIS DRAWING IS RESERVED.



Site Description

Cambridge, New Zealand
Waipa District

40-42 Victoria St - LOT 1 DPS 13401, LOT 2 DPS 13401, LOT 4 DPS 13401
38 Victoria Street - LOT 1 DPS 77837
36 Victoria Street - LOT 9 DP 4011
34 Victoria Street - LOT 3 DP 364495, LOT 8 DP 4011
32 Victoria Street - LOT 7 DP 4011

Zone: Commercial, with '*Character precincts overlay*'
Wind Zone: Medium
(branz inforamation inidcative ONLY)
Earthquake Zone: 1
Exposure Zone: B
Rainfall Range: 80-90mm

Site Coverage / Area (Approx. only)

Site area (Total) = **2145m²**
Existing Building Coverage = 1514m²
Proposed Building Coverage = 1748m²

Line to perimeter of site indicates construction demarcation line. Construction confined to within this area.

Site Boundary

Building Summary

Basement Carpark
37 Car parks
14 Bike parks

L0 - Ground Floor (Retail & Cafe)
6 Ground Floor Retail Tenancies

L1 - First Floor (Office Tenancies)
2 Commercial Tenancies at 630m² & 530m²

L2 - Second Floor (Apartments)
7 Apartments (x5 2 bed units & x2 1 bed units)

L3 - Third Floor (Apartments)
4 Apartments (x2 3 bed units & x2 2 bed units)

FOR RESOURCE CONSENT

Site Plan - Existing
Scale 1 : 500 (A3)

Rev	Date	Description
A	15.07.25	Resource Consent

All dimension to be verified on site before producing shop drawings or commencing any work. Do not scale. The copyright of this drawing remains with BOON Ltd.

Cambridge Development
Address
32-42 Victoria St, Cambridge

ORIGINAL SIZE : A3
0 40mm
NOTE: PRINTED SHEET SIZE ACCURACY ONLY, NOT FOR DRAWING SCALE

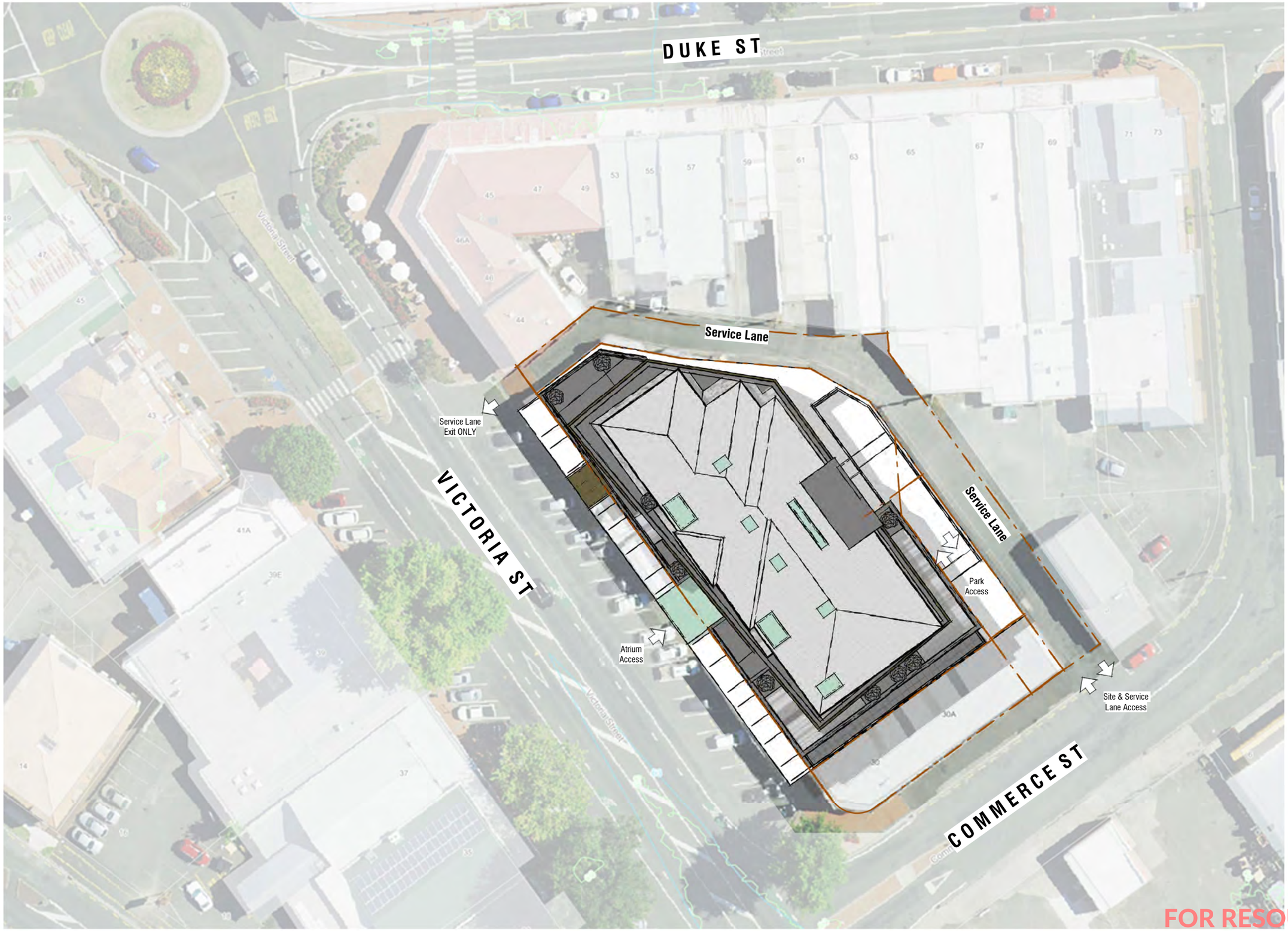
Job No. **6968**
Scale [A3] **As indicated**
Drawing No. **SK1.02**
Rev **A**
Print Date **16/07/2025 4:32:30 pm**

Site Plan - Existing

Project Status:
Resoure Consent

BOON
design thinkers
A/131 Courtenay St, New Plymouth 4310, New Zealand
P/06 757 3200
E/office@boon.co.nz
W/boon.co.nz

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Site Plan - Proposed

Scale 1 : 500 (A3)

FOR RESOURCE CONSENT

Site Plan - Proposed

Rev	Date	Description
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Cambridge Development
Address
32-42 Victoria St, Cambridge

Project Status:
Resoure Consent

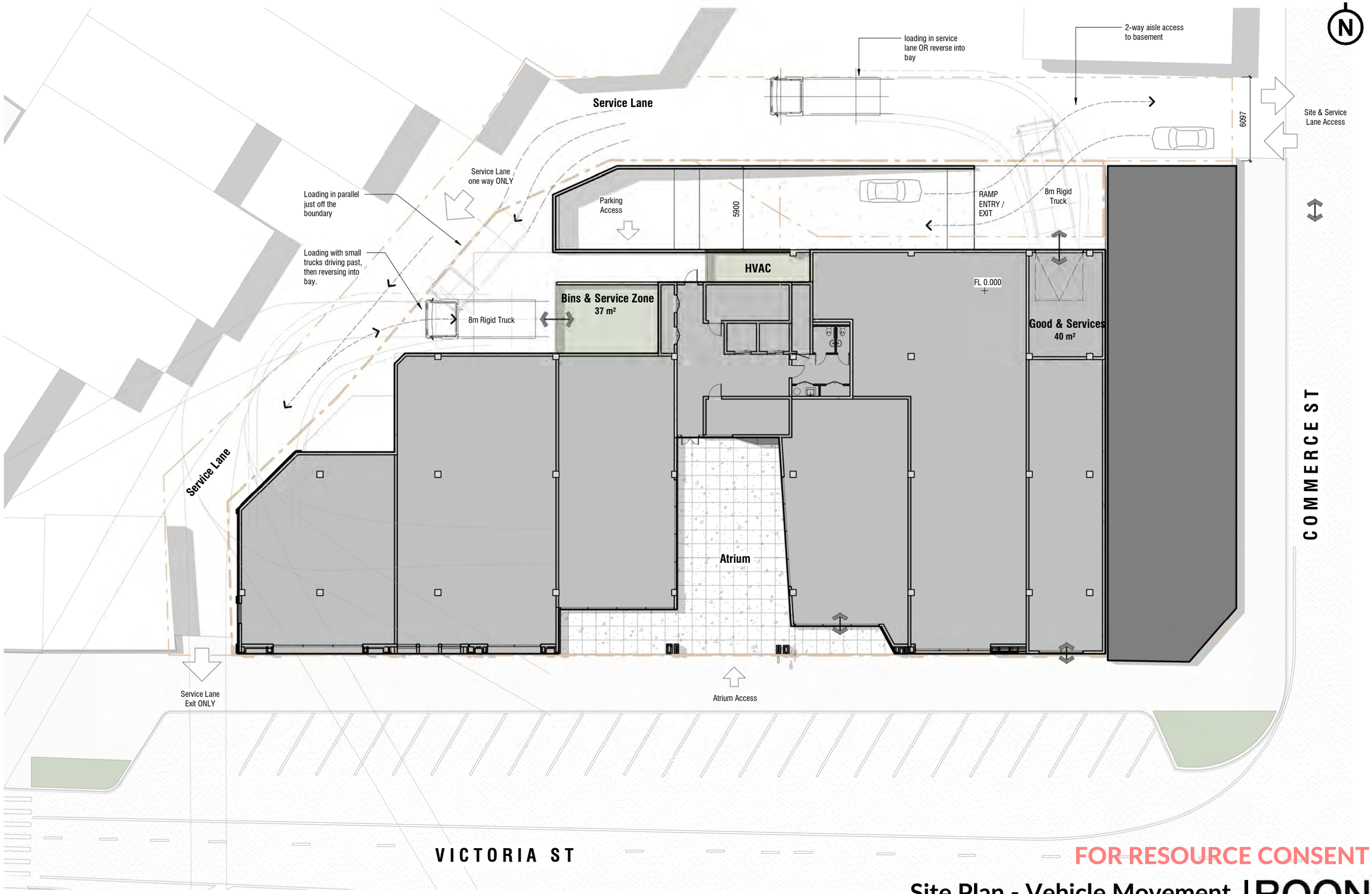
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ORIGINAL SIZE - A3
0 40mm
NOTE: PRINTED SHEET SIZE ACCURACY ONLY. NOT FOR DRAWING SCALE

Job No. **6968**
Scale [A3] **As indicated**
Drawing No. **SK1.05**
Rev **A**
Print Date **16/07/2025 4:32:35 pm**

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FOR RESOURCE CONSENT

Site Plan - Vehicle Movement

Site Plan - Vehicle Movement

Scale1 : 250 (A3)

Rev	Date	Description
A	15.07.25	Resource Consent

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Cambridge Development

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Job No. **6968**
Scale [A3] **1 : 250**
Drawing No. **SK1.06**
Rev **A**
Print Date **16/07/2025 4:33:35 pm**

Project Status:
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Building Summary

Basement Carpark
37 Car parks
14 Bike parks

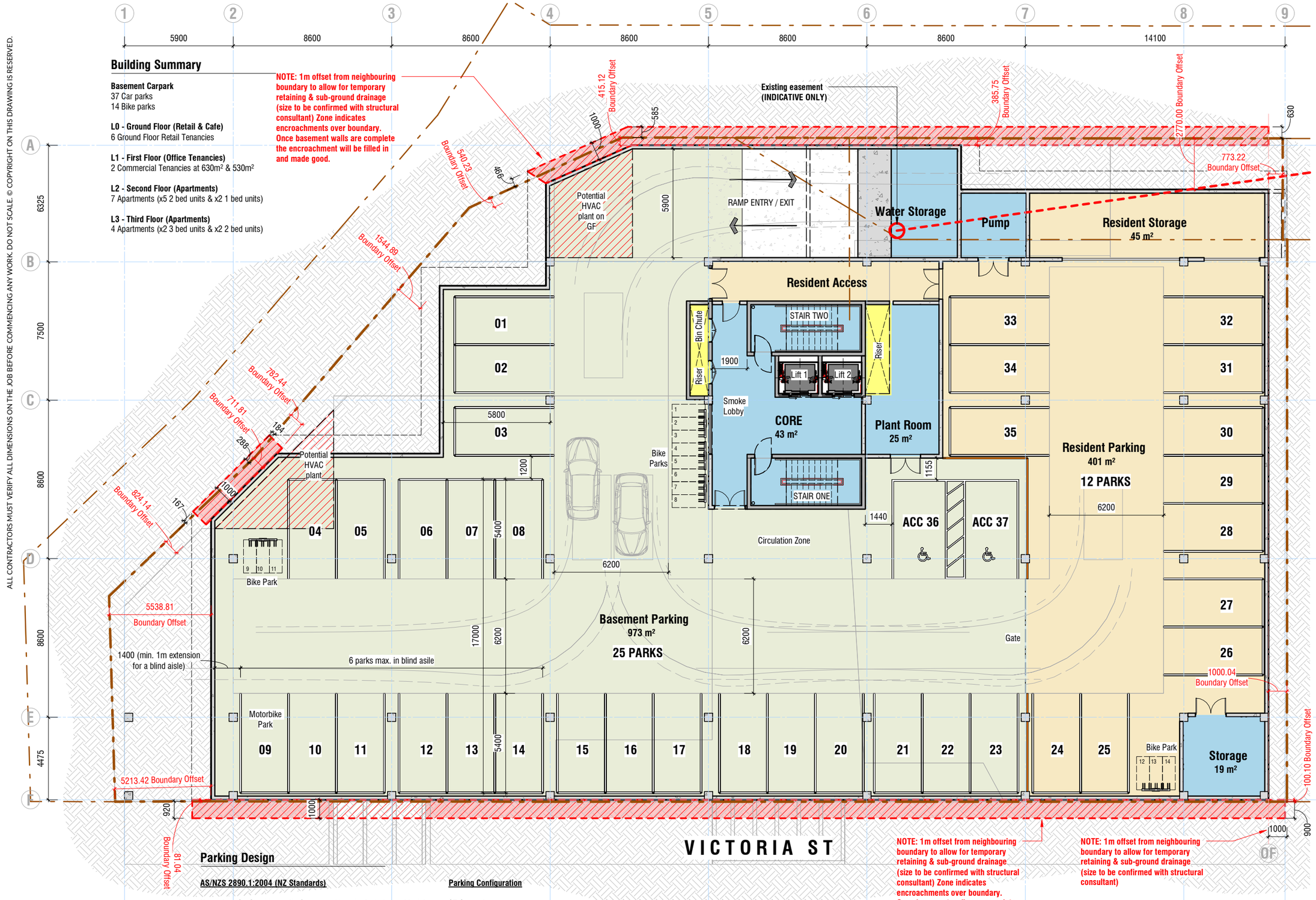
L0 - Ground Floor (Retail & Cafe)
6 Ground Floor Retail Tenancies

L1 - First Floor (Office Tenancies)
2 Commercial Tenancies at 630m² & 530m²

L2 - Second Floor (Apartments)
7 Apartments (x5 2 bed units & x2 1 bed units)

L3 - Third Floor (Apartments)
4 Apartments (x2 3 bed units & x2 2 bed units)

NOTE: 1m offset from neighbouring boundary to allow for temporary retaining & sub-ground drainage (size to be confirmed with structural consultant) Zone indicates encroachments over boundary. Once basement walls are complete the encroachment will be filled in and made good.



NOTE: 1m offset from neighbouring boundary to allow for temporary retaining & sub-ground drainage (size to be confirmed with structural consultant) Zone indicates encroachments over boundary. Once basement walls are complete the encroachment will be filled in and made good.

NOTE: 1m offset from neighbouring boundary to allow for temporary retaining & sub-ground drainage (size to be confirmed with structural consultant)

Parking Design

AS/NZS 2890.1:2004 (NZ Standards)

User class 3 - Short term city & town parking etc (includes residents)
Park size (min) - 2.6m wide x 5.4m long
Aisle Rules:

- min. 5.8m aisle (allowed 6.2m for turning)
- Blind aisles - allow min. 1m extension at end of a blind aisle
- In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards. ***Which is achieved SO OK***

Parking Configuration

37 Car parks
14 Bike parks

Residents - 11 dwellings (1 spaces per dwelling) = **Allowed 12 parks.**

Accessible - Not less than 2 accessible carparks in accordance with Table B1, Appendix B, AS NZS 2890.6
The car parking is to suit a 99.8 percentile park

Basment (1-200)

Scale 1 : 200 (A3)

Site Description

Cambridge, New Zealand
Waipa District

40-42 Victoria St - LOT 1 DPS 13401, LOT 2 DPS 13401, LOT 4 DPS 13401
38 Victoria Street - LOT 1 DPS 77837
36 Victoria Street - LOT 9 DP 4011
34 Victoria Street - LOT 3 DP 364495, LOT 8 DP 4011
32 Victoria Street - LOT 7 DP 4011

Zone: Commercial, with '*Character precincts overlay*'
Wind Zone: Medium
(branz inforamation inidcative ONLY)
Earthquake Zone: 1
Exposure Zone: B
Rainfall Range: 80-90mm

Site Coverage / Area (Approx. only)

Site area (Total) =	**2145m²**
Existing Building Coverage =	1514m²
Proposed Building Coverage =	1748m²

Line to perimeter of site indicates construction demarcation line. Construction confined to within this area.

Site Boundary

Building Areas (TOTAL) (Approximate Only)

PROPOSED BUILDINGS

Basement Carpark

Total Area =	**1735m²** *(Gross)*
Parking =	1243m² *(Net)*, 37 Parks
Core (Lobby / Plant & Riser) =	235m² *(Gross)*
Storage =	64m² *(Net)*

L0 - Ground Floor (Retail & Cafe)

Total Area =	**1387m²** *(Gross)* Excluding Atrium space & Loading Bays
WC (Toilets) =	18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) =	110m² *(Gross)*
Good & Services / Loading =	167m² *(Gross)*
Retail Tenancies =	**1098m² *(Net)***
Atrium =	185m² *(Net)*

L1 - First Floor (Office Tenancies)

Total Area =	**1500m²** *(Gross)* Excluding Atrium space & Outdoor Space
WC (Toilets) =	18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) =	118m² *(Gross)*
Office Tenancies =	**1158m² *(Net)***
Atrium Void =	112m² *(Net)*
Outdoor Space =	68m² *(Gross)*

L2 - Second Floor (Apartments)

Apartment Tenancies =	**846m² *(Net)***

REFER DRAWINGS FOR APARTMENT AREAS

L3 - Third Floor (Apartments)

Total Area =	**760m²** *(Gross)* Excluding Outdoor Space
WC (Toilets) =	18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) =	118m² *(Gross)*
Apartment Tenancies =	**711m² *(Net)***
Outdoor Space =	314m² *(Gross)*

REFER DRAWINGS FOR APARTMENT AREAS

NOTE: RED TEXT INDICATES BOUNDARY SETBACKS.

FOR RESOURCE CONSENT

Rev	Date	Description
A	15.07.25	Resource Consent

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0 40mm

Plans - Basement

Project Status:
Resoure Consent

Job No.	Scale [A3]	Drawing No.	Rev	Print Date
6968	As indicated	SK2.00	A	16/07/2025 4:32:37 pm

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Building Summary

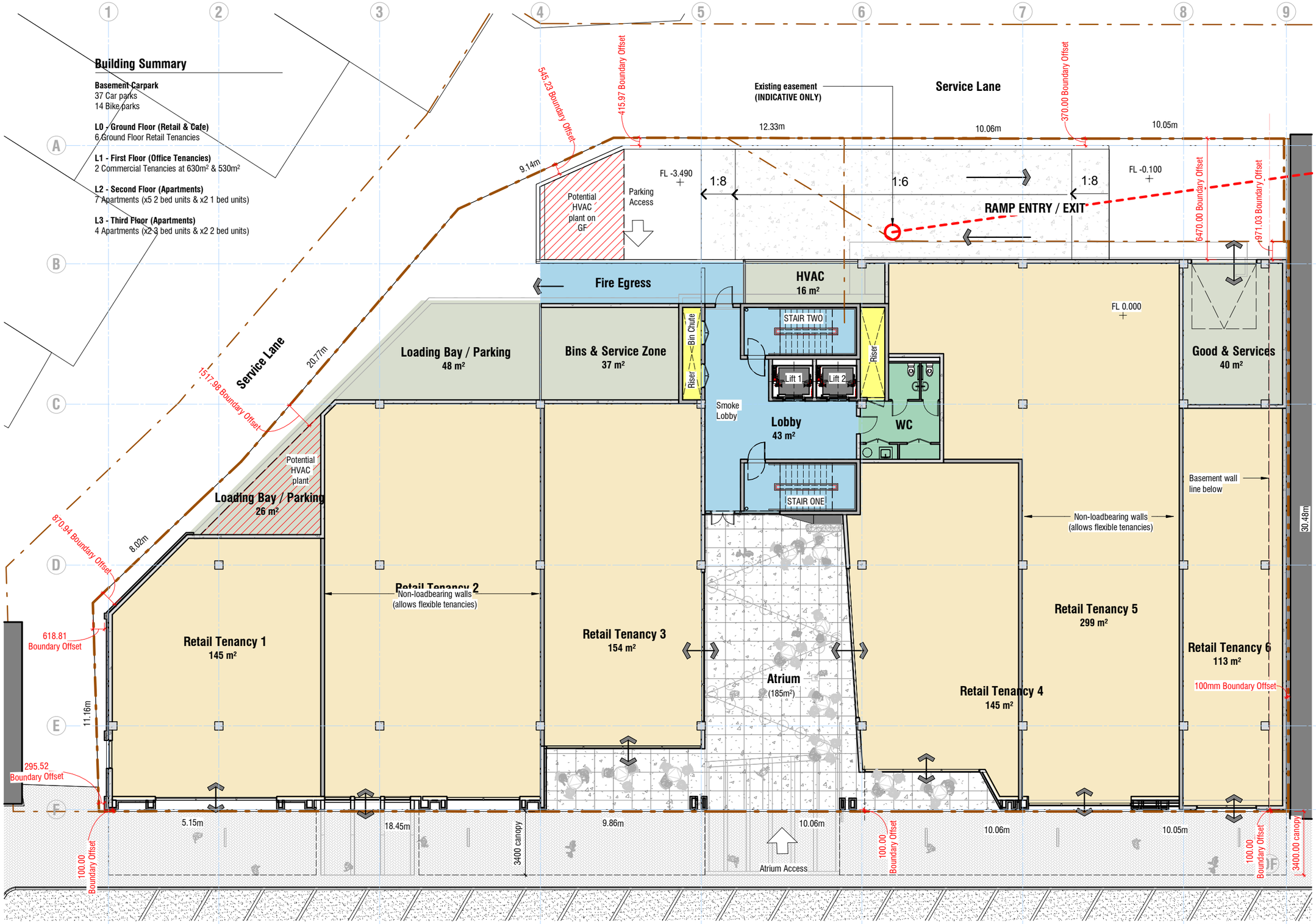
Basement Carpark
37 Car parks
14 Bike parks

L0 - Ground Floor (Retail & Cafe)
6 Ground Floor Retail Tenancies

L1 - First Floor (Office Tenancies)
2 Commercial Tenancies at 630m² & 530m²

L2 - Second Floor (Apartments)
7 Apartments (x5 2 bed units & x2 1 bed units)

L3 - Third Floor (Apartments)
4 Apartments (x2 3 bed units & x2 2 bed units)



Site Description

Cambridge, New Zealand
Waipa District

40-42 Victoria St - LOT 1 DPS 13401, LOT 2 DPS 13401, LOT 4 DPS 13401
38 Victoria Street - LOT 1 DPS 77837
36 Victoria Street - LOT 9 DP 4011
34 Victoria Street - LOT 3 DP 364495, LOT 8 DP 4011
32 Victoria Street - LOT 7 DP 4011

Zone: Commercial, with '*Character precincts overlay*'
Wind Zone: Medium
(branz inforamation inidcative ONLY)
Earthquake Zone: 1
Exposure Zone: B
Rainfall Range: 80-90mm

Site Coverage / Area (Approx. only)

Site area (Total) = **2145m²**
Existing Building Coverage = 1514m²
Proposed Building Coverage = 1748m²

Line to perimeter of site indicates construction demarcation line. Construction confined to within this area.

Site Boundary

Building Areas (TOTAL) (Approximate Only)

PROPOSED BUILDINGS

Basement Carpark
Total Area = **1735m²** *(Gross)*
Parking = 1243m² *(Net)*, 37 Parks
Core (Lobby / Plant & Riser) = 235m² *(Gross)*
Storage = 64m² *(Net)*

L0 - Ground Floor (Retail & Cafe)
Total Area = **1387m²** *(Gross)* Excluding Atrium space & Loading Bays
WC (Toilets) = 18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) = 110m² *(Gross)*
Good & Services / Loading = 167m² *(Gross)*
Retail Tenancies = 1098m² *(Net)*
Atrium = 185m² *(Net)*

L1 - First Floor (Office Tenancies)
Total Area = **1500m²** *(Gross)* Excluding Atrium space & Outdoor Space
WC (Toilets) = 18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) = 118m² *(Gross)*
Office Tenancies = 1158m² *(Net)*
Atrium Void = 112m² *(Net)*
Outdoor Space = 68m² *(Gross)*

L2 - Second Floor (Apartments)
Apartment Tenancies = 846m² *(Net)*
REFER DRAWINGS FOR APARTMENT AREAS

L3 - Third Floor (Apartments)
Total Area = **760m²** *(Gross)* Excluding Outdoor Space
WC (Toilets) = 18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) = 118m² *(Gross)*
Apartment Tenancies = 711m² *(Net)*
Outdoor Space = 314m² *(Gross)*
REFER DRAWINGS FOR APARTMENT AREAS

NOTE: RED TEXT INDICATES BOUNDARY SETBACKS.

FOR RESOURCE CONSENT

Ground Floor - Retail (1-200)

Scale 1 : 200 (A3)

Glazing Percentage on Facade

South Elevation / Victoria Street GF has **167.8m²** of glazing within the approx. 252.8m² facade.
Requirements for 75% glazing on street elevation is 189.6m² of total.
Glazing Percentage 66.4%

VICTORIA ST

Rev	Date	Description
A	15.07.25	Resource Consent

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Job No. **6968**
Scale [A3] **As indicated**
Drawing No. **SK2.01**
Rev **A**
Print Date **16/07/2025 4:32:48 pm**

Plans - GF

Project Status:
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Building Summary

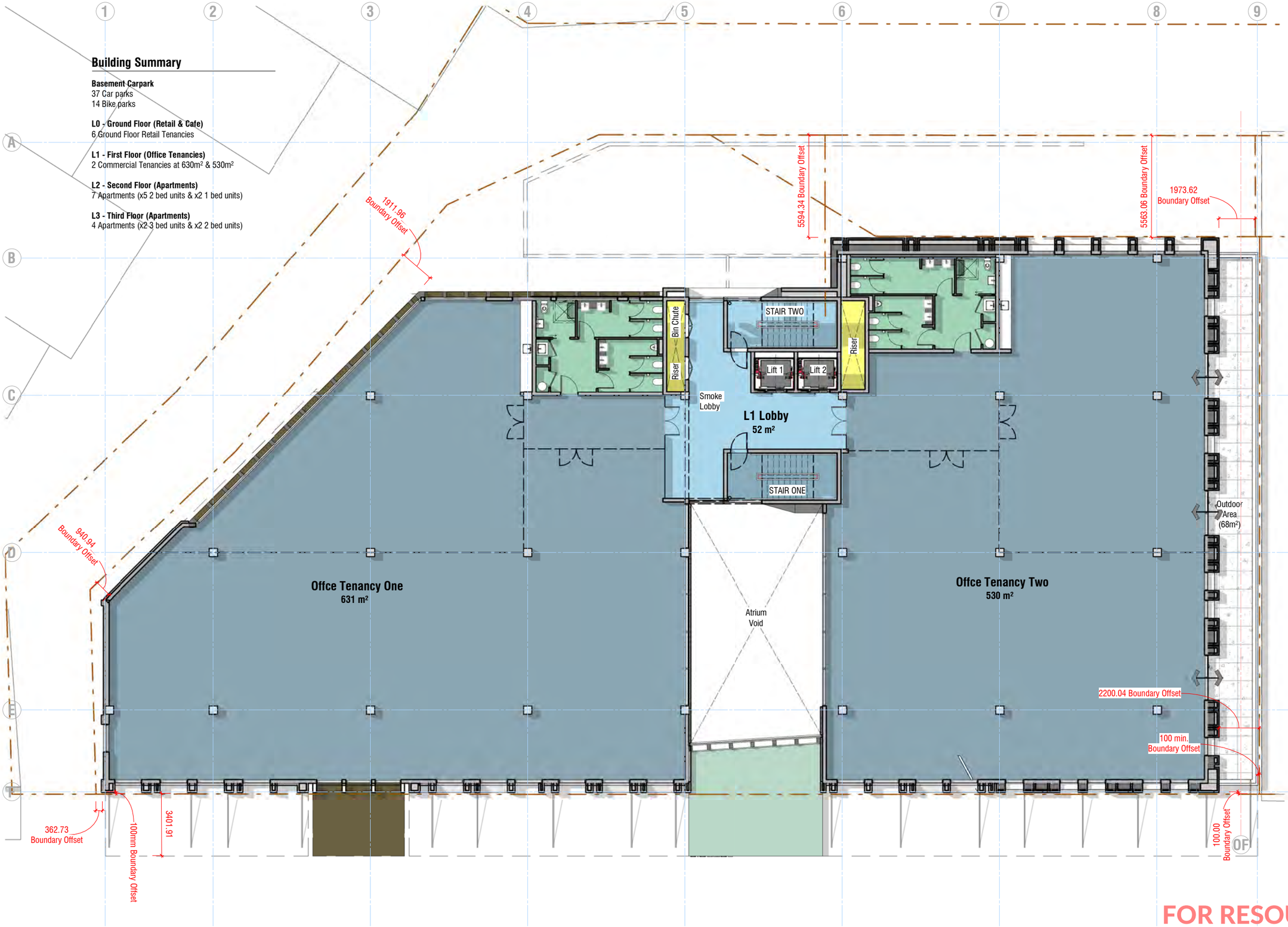
Basement Carpark
37 Car parks
14 Bike parks

L0 - Ground Floor (Retail & Cafe)
6 Ground Floor Retail Tenancies

L1 - First Floor (Office Tenancies)
2 Commercial Tenancies at 630m² & 530m²

L2 - Second Floor (Apartments)
7 Apartments (x5 2 bed units & x2 1 bed units)

L3 - Third Floor (Apartments)
4 Apartments (x2 3 bed units & x2 2 bed units)



Site Description

Cambridge, New Zealand
Waipa District

40-42 Victoria St - LOT 1 DPS 13401, LOT 2 DPS 13401, LOT 4 DPS 13401
38 Victoria Street - LOT 1 DPS 77837
36 Victoria Street - LOT 9 DP 4011
34 Victoria Street - LOT 3 DP 364495, LOT 8 DP 4011
32 Victoria Street - LOT 7 DP 4011

Zone: Commercial, with '*Character precincts overlay*'
Wind Zone: Medium
(branz inforamation inidcative ONLY)
Earthquake Zone: 1
Exposure Zone: B
Rainfall Range: 80-90mm

Site Coverage / Area (Approx. only)

Site area (Total) =	**2145m²**
Existing Building Coverage =	1514m²
Proposed Building Coverage =	1748m²

Line to perimeter of site indicates construction demarcation line. Construction confined to within this area.

Site Boundary

Building Areas (TOTAL) (Approximate Only)

PROPOSED BUILDINGS

Basement Carpark

Total Area =	**1735m²** *(Gross)*
Parking =	1243m² *(Net)*, 37 Parks
Core (Lobby / Plant & Riser) =	235m² *(Gross)*
Storage =	64m² *(Net)*

L0 - Ground Floor (Retail & Cafe)

Total Area =	**1387m²** *(Gross)* Excluding Atrium space & Loading Bays
WC (Toilets) =	18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) =	110m² *(Gross)*
Good & Services / Loading =	167m² *(Gross)*
Retail Tenancies =	**1098m² *(Net)***
Atrium =	185m² *(Net)*

L1 - First Floor (Office Tenancies)

Total Area =	**1500m²** *(Gross)* Excluding Atrium space & Outdoor Space
WC (Toilets) =	18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) =	118m² *(Gross)*
Office Tenancies =	**1158m² *(Net)***
Atrium Void =	112m² *(Net)*
Outdoor Space =	68m² *(Gross)*

L2 - Second Floor (Apartments)

Apartment Tenancies =	**846m² *(Net)***

REFER DRAWINGS FOR APARTMENT AREAS

L3 - Third Floor (Apartments)

Total Area =	**760m²** *(Gross)* Excluding Outdoor Space
WC (Toilets) =	18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) =	118m² *(Gross)*
Apartment Tenancies =	**711m² *(Net)***
Outdoor Space =	314m² *(Gross)*

REFER DRAWINGS FOR APARTMENT AREAS

NOTE: RED TEXT INDICATES BOUNDARY SETBACKS.

FOR RESOURCE CONSENT

Level 1 - Office (1-200)

Scale 1 : 200 (A3)

Rev	Date	Description
A	15.07.25	Resource Consent

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Job No. **6968**
Scale [A3] **As indicated**
Drawing No. **SK2.02**
Rev **A**
Print Date **16/07/2025 4:32:50 pm**

Plans - L1

Project Status:
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Building Summary

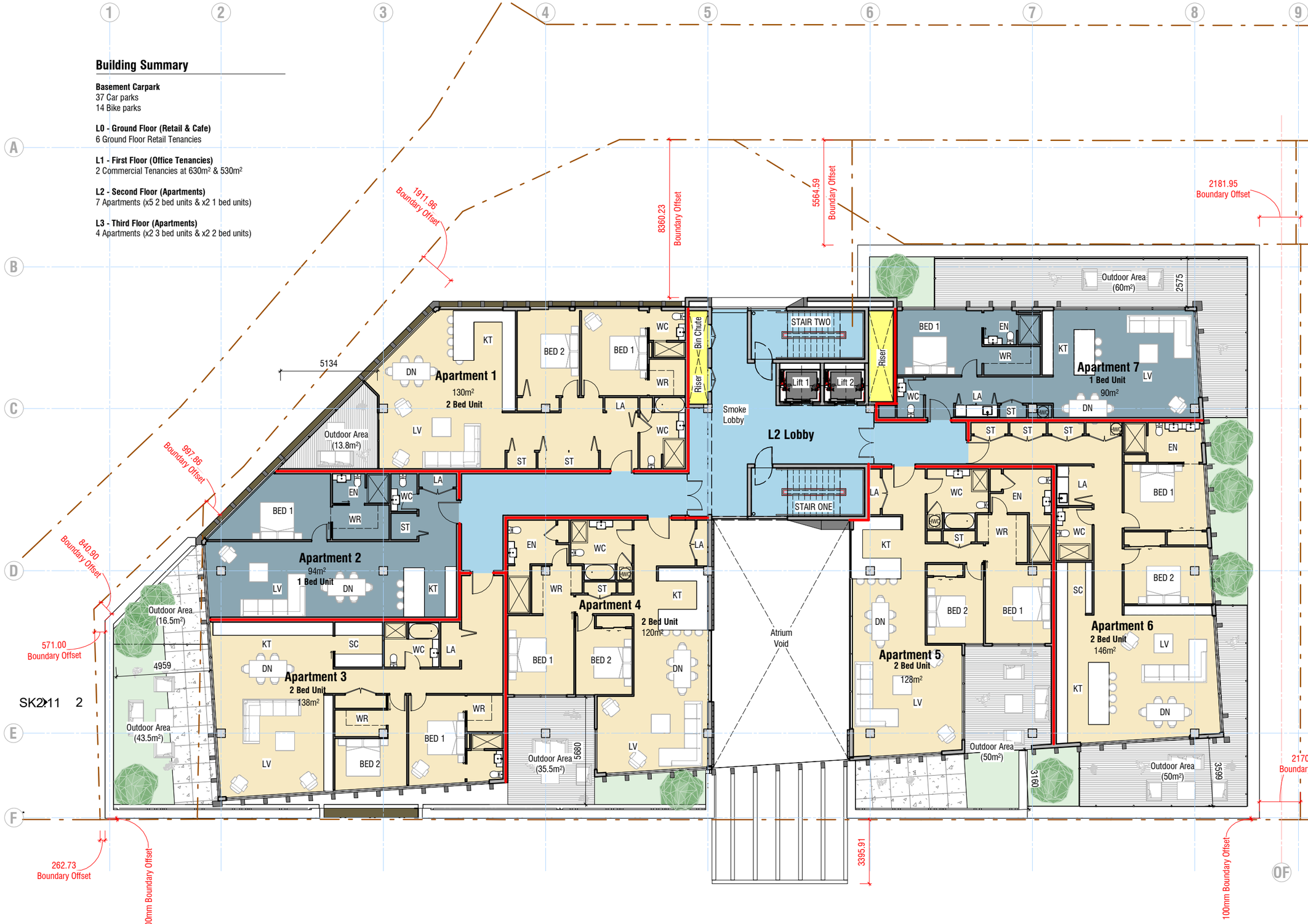
Basement Carpark
37 Car parks
14 Bike parks

L0 - Ground Floor (Retail & Cafe)
6 Ground Floor Retail Tenancies

L1 - First Floor (Office Tenancies)
2 Commercial Tenancies at 630m² & 530m²

L2 - Second Floor (Apartments)
7 Apartments (x5 2 bed units & x2 1 bed units)

L3 - Third Floor (Apartments)
4 Apartments (x2 3 bed units & x2 2 bed units)



Site Description

Cambridge, New Zealand
Waipa District

40-42 Victoria St - LOT 1 DPS 13401, LOT 2 DPS 13401, LOT 4 DPS 13401
38 Victoria Street - LOT 1 DPS 77837
36 Victoria Street - LOT 9 DP 4011
34 Victoria Street - LOT 3 DP 364495, LOT 8 DP 4011
32 Victoria Street - LOT 7 DP 4011

Zone: Commercial, with '*Character precincts overlay*'
Wind Zone: Medium
(branz inforamation inidcative ONLY)
Earthquake Zone: 1
Exposure Zone: B
Rainfall Range: 80-90mm

Site Coverage / Area (Approx. only)

Site area (Total) =	**2145m²**
Existing Building Coverage =	1514m²
Proposed Building Coverage =	1748m²

Line to perimeter of site indicates construction demarcation line. Construction confined to within this area.

Site Boundary

Building Areas (TOTAL) (Approximate Only)

PROPOSED BUILDINGS

Basement Carpark

Total Area =	**1735m²** *(Gross)*
Parking =	1243m² *(Net)*, 37 Parks
Core (Lobby / Plant & Riser) =	235m² *(Gross)*
Storage =	64m² *(Net)*

L0 - Ground Floor (Retail & Cafe)

Total Area =	**1387m²** *(Gross)* Excluding Atrium space & Loading Bays
WC (Toilets) =	18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) =	110m² *(Gross)*
Good & Services / Loading =	167m² *(Gross)*
Retail Tenancies =	**1098m² *(Net)***
Atrium =	185m² *(Net)*

L1 - First Floor (Office Tenancies)

Total Area =	**1500m²** *(Gross)* Excluding Atrium space & Outdoor Space
WC (Toilets) =	18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) =	118m² *(Gross)*
Office Tenancies =	**1158m² *(Net)***
Atrium Void =	112m² *(Net)*
Outdoor Space =	68m² *(Gross)*

L2 - Second Floor (Apartments)

Apartment Tenancies =	**846m² *(Net)***

REFER DRAWINGS FOR APARTMENT AREAS

L3 - Third Floor (Apartments)

Total Area =	**760m²** *(Gross)* Excluding Outdoor Space
WC (Toilets) =	18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) =	118m² *(Gross)*
Apartment Tenancies =	**711m² *(Net)***
Outdoor Space =	314m² *(Gross)*

REFER DRAWINGS FOR APARTMENT AREAS

NOTE: RED TEXT INDICATES BOUNDARY SETBACKS.

FOR RESOURCE CONSENT

Level 2 - Apartments (1-200)
Scale 1 : 200 (A3)

OPTION 2 - Level 2 Apartments

Rev	Date	Description
A	15.07.25	Resource Consent

Cambridge Development
Address
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Plans - L2 (Apartments)

Project Status:
Resoure Consent

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ORIGINAL SIZE : A3
0 40mm
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Job No.	Scale [A3]	Drawing No.	Rev	Print Date
6968	As indicated	SK2.03	A	16/07/2025 4:32:57 pm

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Building Summary

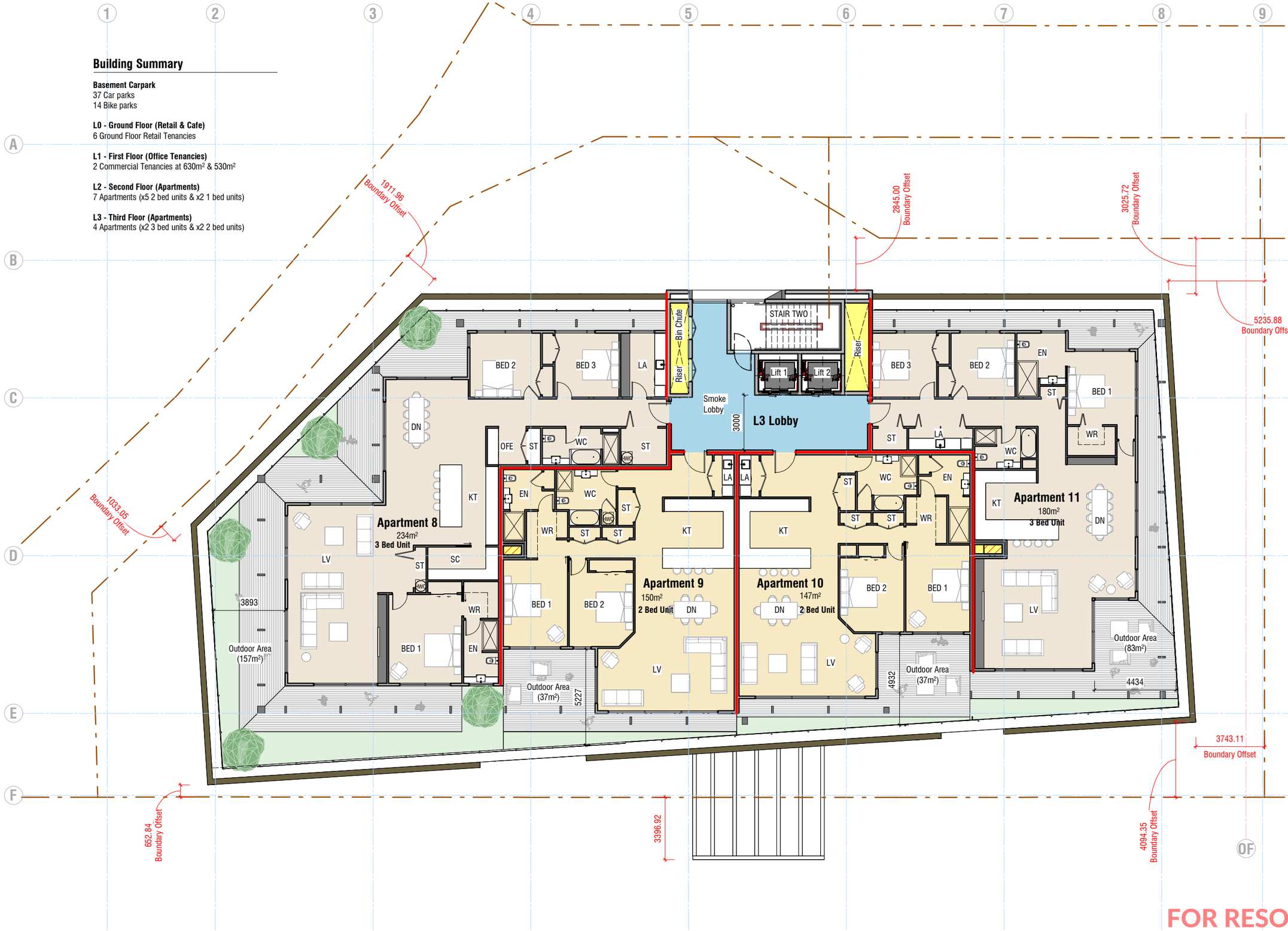
Basement Carpark
37 Car parks
14 Bike parks

L0 - Ground Floor (Retail & Cafe)
6 Ground Floor Retail Tenancies

L1 - First Floor (Office Tenancies)
2 Commercial Tenancies at 630m² & 530m²

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7 Apartments (x5 2 bed units & x2 1 bed units)

L3 - Third Floor (Apartments)
4 Apartments (x2 3 bed units & x2 2 bed units)



Site Description

Cambridge, New Zealand
Waipa District

40-42 Victoria St - LOT 1 DPS 13401, LOT 2 DPS 13401, LOT 4 DPS 13401
38 Victoria Street - LOT 1 DPS 77837
36 Victoria Street - LOT 9 DP 4011
34 Victoria Street - LOT 3 DP 364495, LOT 8 DP 4011
32 Victoria Street - LOT 7 DP 4011

Zone: Commercial, with '*Character precincts overlay*'
Wind Zone: Medium
(branz inforamation inidcative ONLY)
Earthquake Zone: 1
Exposure Zone: B
Rainfall Range: 80-90mm

Site Coverage / Area (Approx. only)

Site area (Total) =	**2145m²**
Existing Building Coverage =	1514m²
Proposed Building Coverage =	1748m²

Line to perimeter of site indicates construction demarcation line. Construction confined to within this area.

Site Boundary

Building Areas (TOTAL) (Approximate Only)

PROPOSED BUILDINGS

Basement Carpark

Total Area =	**1735m²** *(Gross)*
Parking =	1243m² *(Net)*, 37 Parks
Core (Lobby / Plant & Riser) =	235m² *(Gross)*
Storage =	64m² *(Net)*

L0 - Ground Floor (Retail & Cafe)

Total Area =	**1387m²** *(Gross)* Excluding Atrium space & Loading Bays
WC (Toilets) =	18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) =	110m² *(Gross)*
Good & Services / Loading =	167m² *(Gross)*
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Total Area =	**1500m²** *(Gross)* Excluding Atrium space & Outdoor Space
WC (Toilets) =	18.8m² *(Net)*
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Office Tenancies =	**1158m² *(Net)***
Atrium Void =	112m² *(Net)*
Outdoor Space =	68m² *(Gross)*

L2 - Second Floor (Apartments)

Apartment Tenancies =	**846m² *(Net)***

REFER DRAWINGS FOR APARTMENT AREAS

L3 - Third Floor (Apartments)

Total Area =	**760m²** *(Gross)* Excluding Outdoor Space
WC (Toilets) =	18.8m² *(Net)*
Core (Lobby / Stairs & Lifts) =	118m² *(Gross)*
Apartment Tenancies =	**711m² *(Net)***
Outdoor Space =	314m² *(Gross)*

REFER DRAWINGS FOR APARTMENT AREAS

NOTE: RED TEXT INDICATES BOUNDARY SETBACKS.

FOR RESOURCE CONSENT

Level 3 - Residential (1-200)
Scale 1 : 200 (A3)

Rev	Date	Description
A	15.07.25	Resource Consent

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ORIGINAL SIZE : A3
NOTE: PRINTED SHEET SIZE ACCURACY ONLY, NOT FOR DRAWING SCALE

Job No. **6968**
Scale [A3] **As indicated**
Drawing No. **SK2.04**
Rev **A**
Print Date **16/07/2025 4:33:02 pm**

Plans - L3

Project Status:
Resoure Consent

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Building Summary

Basement Carpark
37 Car parks
14 Bike parks

L0 - Ground Floor (Retail & Cafe)
6 Ground Floor Retail Tenancies

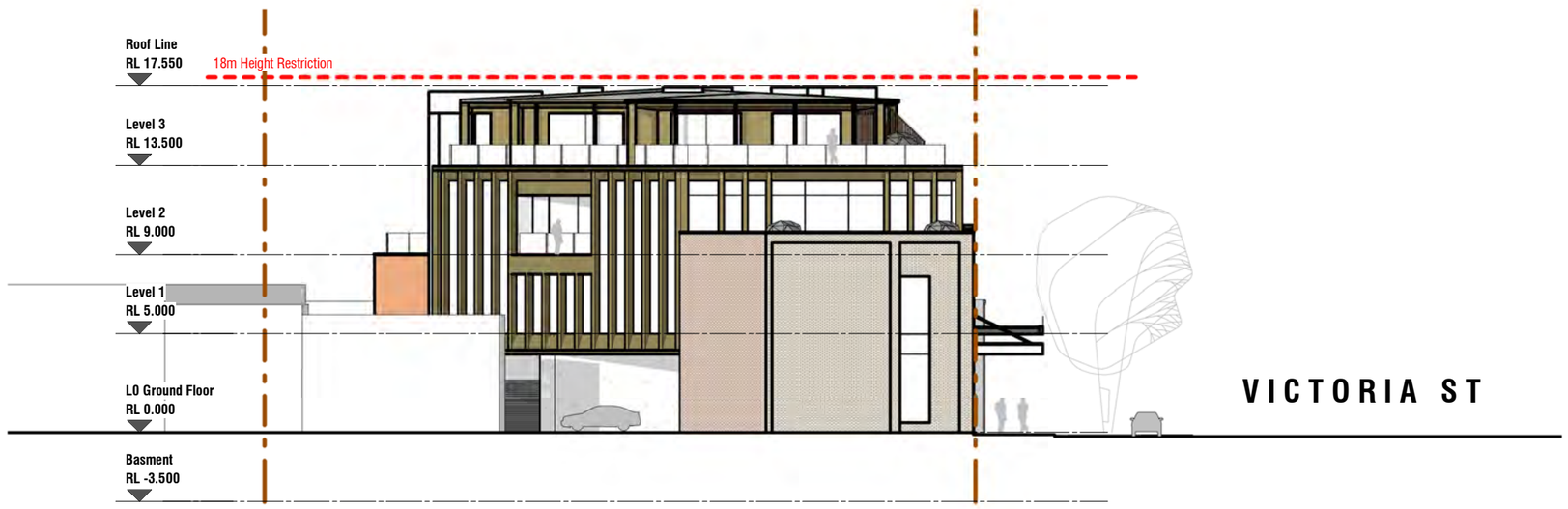
L1 - First Floor (Office Tenancies)
2 Commercial Tenancies at 630m² & 530m²

L2 - Second Floor (Apartments)
7 Apartments (x5 2 bed units & x2 1 bed units)

L3 - Third Floor (Apartments)
4 Apartments (x2 3 bed units & x2 2 bed units)



North Elevation - Service Lane
Scale1 : 300 (A3)



West Elevation - Service Lane
Scale1 : 300 (A3)

FOR RESOURCE CONSENT

Elevations

Project Status:
Resoure Consent

Rev	Date	Description
A	15.07.25	Resource Consent

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Address
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ORIGINAL SIZE : A3
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Job No. **6968**
Scale [A3] **As indicated**
Drawing No. **SK2.11**
Rev **A**
Print Date **16/07/2025 4:33:49 pm**

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Appendix B: Vehicle Tracking



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Planning | Surveying | Engineering | Environmental

OFFICE
Auckland
A: 139 Carlton Gore Rd, Newmarket
P: 09 524 7029
E: Auckland@ckl.co.nz

MULTI-USE DEVELOPMENT
GROVIC PROPERTY LTD
32-42 VICTORIA STREET, CAMBRIDGE

LOADING MANOEUVRES
8M MEDIUM RIGID TRUCK

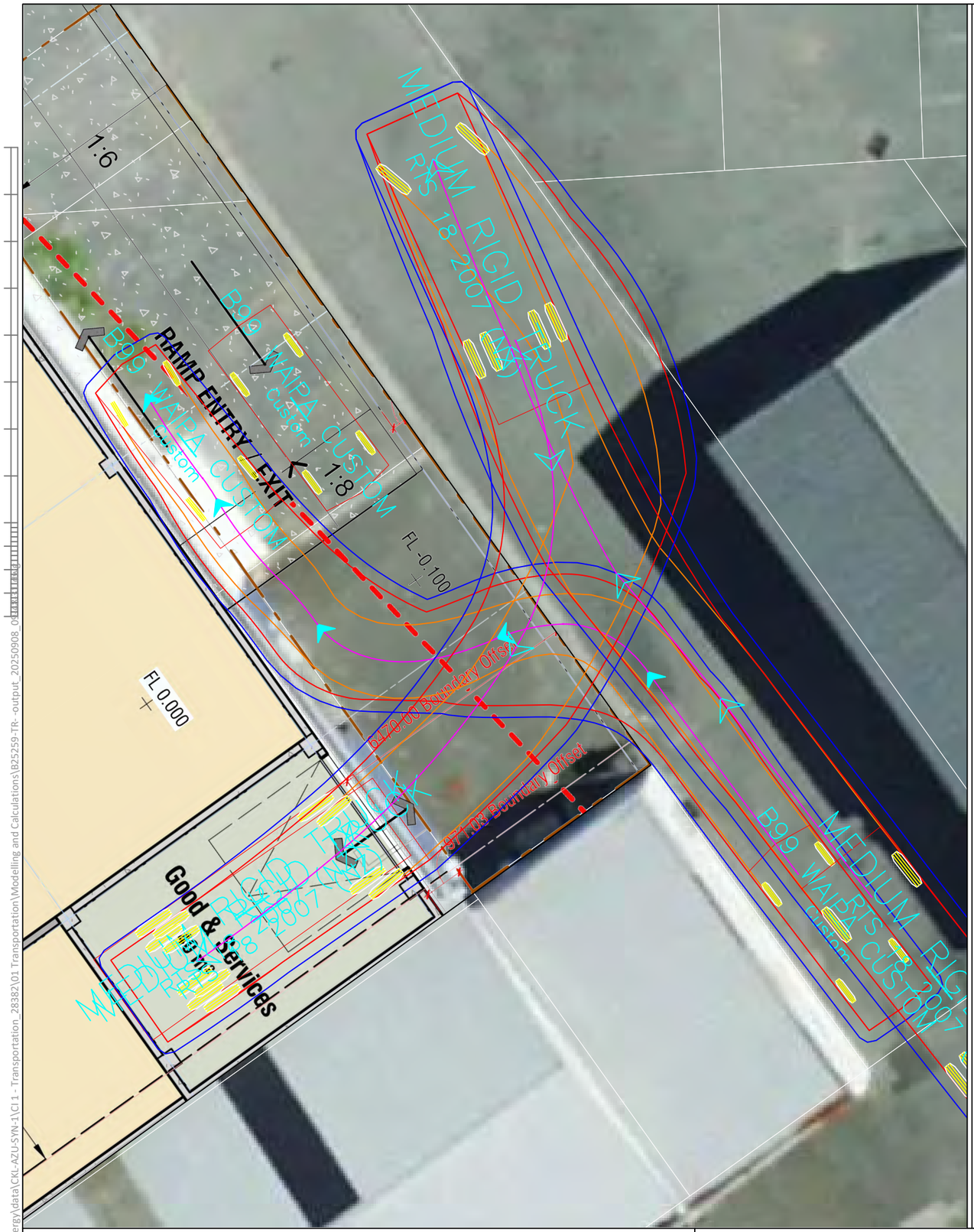
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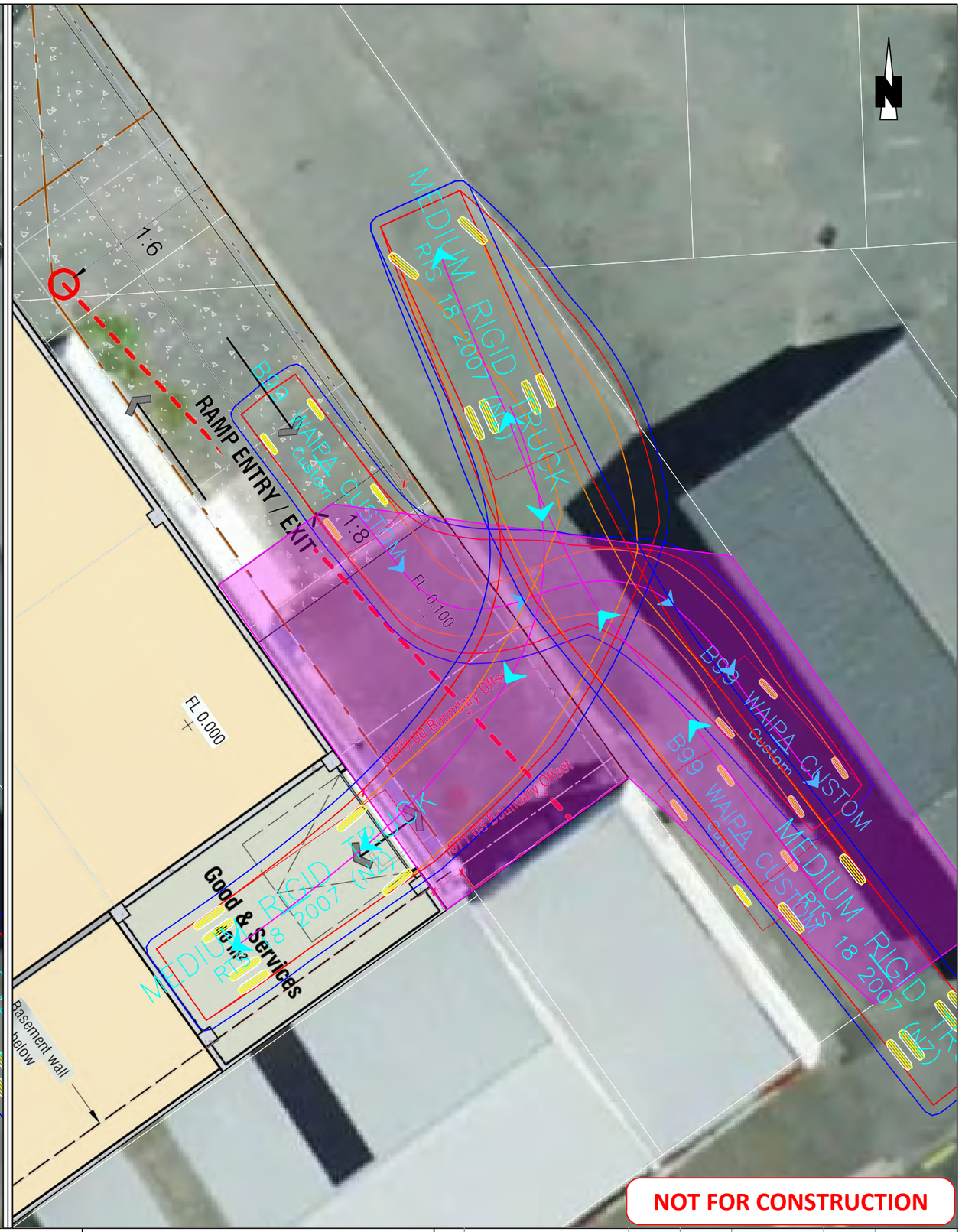
		Date
Designed:	ABC	DD.MM.YY
Drawn:	MC	29.10.25
Checked:	ABC	DD.MM.YY

Scale: N.T.S (A3 Original)

Job No: B25259 | Dwg No: 001 | Rev: 0

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MULTI-USE DEVELOPMENT
GROVIC PROPERTY LTD
32-42 VICTORIA STREET, CAMBRIDGE

RAMP ENTRY & EXIT
B99 CAR

Issue	Description	Checked	Date

		Date
Designed:	ABC	DD.MM.YY
Drawn:	MC	29.10.25
Checked:	ABC	DD.MM.YY

Scale: **N.T.S** (A3 Original)

Job No: **B25259** Dwg No: **002** Rev: **0**

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MULTI-USE DEVELOPMENT
GROVIC PROPERTY LTD
32-42 VICTORIA STREET, CAMBRIDGE

BASEMENT MANOEUVRES
B99 CAR

Issue	Description	Checked	Date

		Date
Designed:	ABC	DD.MM.YY
Drawn:	MC	29.10.25
Checked:	ABC	DD.MM.YY

Scale: N.T.S (A3 Original)

Job No: B25259 | Dwg No: 003 | Rev: 0

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MULTI-USE DEVELOPMENT
GROVIC PROPERTY LTD
32-42 VICTORIA STREET, CAMBRIDGE

CARPARKING ENTRY & EXIT
B99 CAR

Issue	Description	Checked	Date

		Date
Designed:	ABC	DD.MM.YY
Drawn:	MC	29.10.25
Checked:	ABC	DD.MM.YY

Scale: **N.T.S** (A3 Original)

Job No: **B25259** Dwg No: **004** Rev: **0**

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Our Ref: B25259

3 March 2026

Gareth Moran

Subject: **32 - 42 Victoria Street, Cambridge – Section 92 Response**
Issued via: **GarethM@barker.co.nz**

Dear Gareth,

This letter addresses the transportation aspects of a Section 92 Request for Additional Information from Waipa District Council (WDC) in relation to the proposed development located at 32 – 42 Victoria Street, Cambridge. The transport-related requests from WDC are provided in bold text, with numbering used to match that within the request, and a response is provided below each item.

a) Identify the parking locations for construction personnel.

Construction personnel are expected to generally use available on-street and numerous pay parking areas within proximity to the site as indicated within Section 8 of the ITA. Given this is publicly available parking, it is not necessary or feasible to stipulate the exact location of construction general staff parking. For those who require access to tools etc (e.g. specialised trades), then on-site parking or parking in the adjacent angled parking bays is envisaged. As discussed in the ITA, it is anticipated that these adjacent parks will either be needed for construction access, for lay down areas, or could be used for trade parking, depending on what is required at different construction stages. This can be determined and managed through a Construction Traffic Management Plan (CTMP) which is typically required as a consent condition and can be formulated once construction methodologies and timeframes have been confirmed. Nearby, existing, public paid parking facilities have been indicated, circled red in Figure 1 below for reference with the site indicated by a black star.

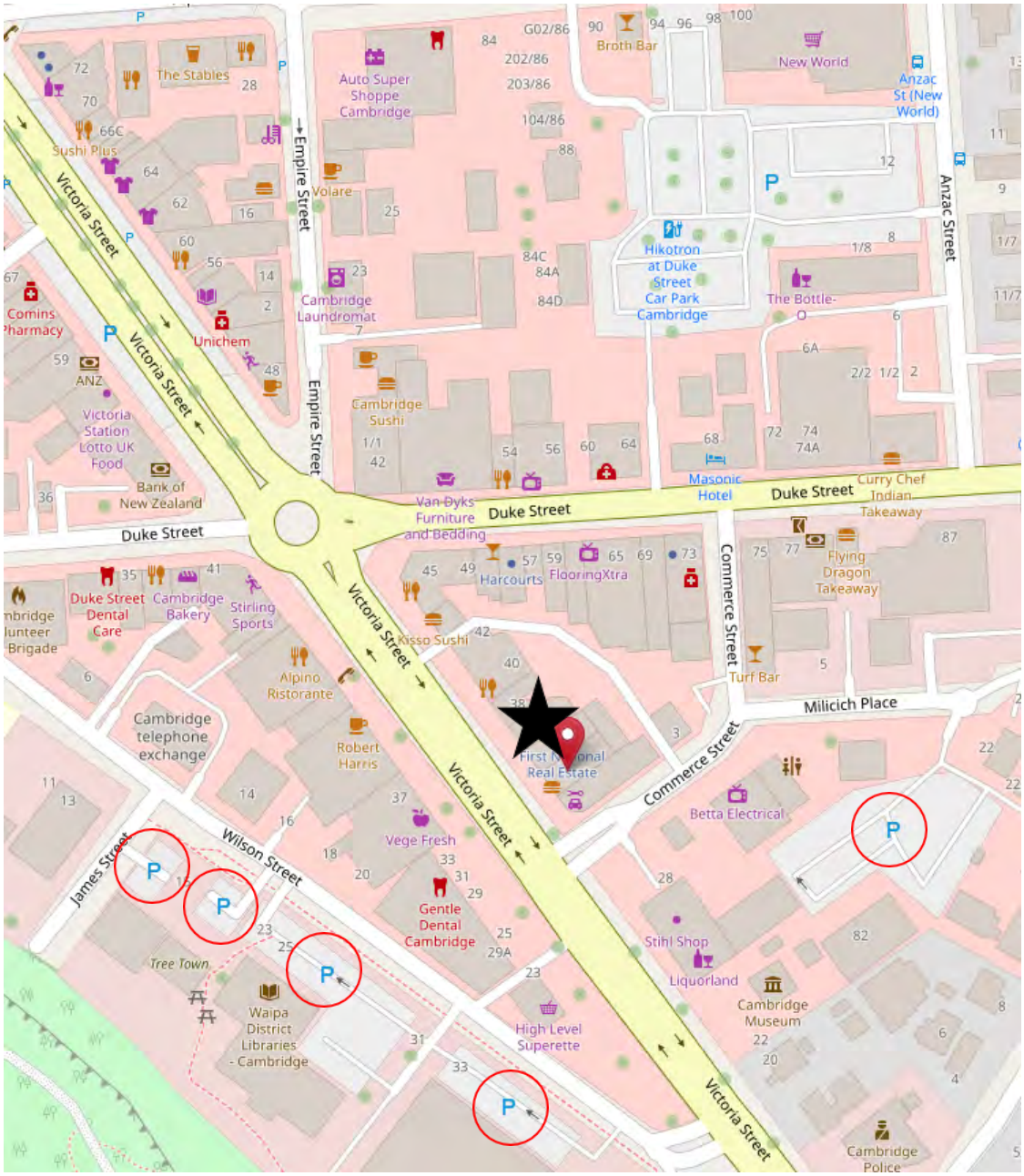


Figure 1: Nearby Public Parking Available Off-site

b) Identify where heavy vehicles will park and queue.

As discussed in Section 8 of the ITA, HCVs will likely be required to park and queue on-site and within the closed angled parking along site frontage as indicated by the orange and yellow highlighted areas shown in Figure 2 below respectively. Exact location and scheduling of HCV movements is to be determined / confirmed within the CTMP once construction methodologies, staging and processes have been confirmed. Management and timing of HCV access to site and their control through a CTMP is an industry standard part of developing constrained urban sites. There will also need to be different controls at different construction stages e.g. basement excavation, steel framing / tilt slab delivery etc. These are not known at this stage and a consent condition requiring a CTMP be prepared, and be approved by WDC, is an industry recognised approach to managing such temporary traffic effects.



Figure 2: HCV Anticipated Queuing Space

c) Identify where construction plant and equipment will be stored.

As discussed in Section 8 of the ITA and in the response points above, it is considered industry standard for developments to require the establishment of a CTMP once construction methodologies, timeframes and other pertinent details are known. It is also generally accepted that the CTMP will be required by way of consent condition and be supplied to the approval of Council.

The ITA provides a high-level analysis of anticipated construction traffic effects and mitigation assessment such as the establishment of lay-down areas for plant and material storage to be provided on-site. These are anticipated to be located within the orange and yellow shaded area in Figure 2 above depending on requirements. Exact location(s) to be determined within CTMP.

d) Confirm if any footpaths, public parking spaces, cycle lanes, or traffic lanes will be impeded by construction works. And how this will be managed.

Construction effects including those to pedestrians are discussed within Section 8 of the ITA. The pedestrian effects and anticipated temporary traffic management (TTM) are assessed at a high level within the ITA and within this response as the construction methodology, timeframes and other pertinent details are not yet known. These are to be established within the CTMP, as is generally accepted industry standard and practice. The CTMP is recommended to be required by way of consent condition to the approval of WDC. This methodology is an industry recognised approach to managing such effects.

It is likely that closure of the existing pedestrian footpath and angled parking along the Victoria Street road frontage to the site, shown red and yellow respectively in Figure 3 below, will be required to facilitate construction activities. No cycle or traffic lanes, shown by the green and blue arrows, are anticipated to be impeded however appropriate TTM is to be established and outlined within the CTMP with particular focus on HCV movements and interaction with the road corridor including the cycle lane. All TTM is to be in accordance with the requirements of the NZ Guide to Temporary Traffic Management (NZGTTM).



Figure 3: Expected Existing Parking and Footpath Closures During Construction

e) Confirm how pedestrian traffic will be managed.

As discussed in Section 8 of the ITA it is anticipated that the footpath along the Victoria Street frontage is to be closed to pedestrian traffic as shown in the red shaded area in Figure 4 below. An existing zebra crossing is located immediately north of the site to facilitate pedestrian movements across Victoria Street. Appropriate TTM, which is to be outlined within the CTMP, will likely include establishing any requirement for additional temporary pedestrian crossing location south of the site. It is recommended consideration be given to providing a detour route for northbound pedestrians on Victoria Street around the site using Commerce Street and Duke Street and southbound pedestrians to utilise the pedestrian crossing.

An example of high-level indicative TTM along Victoria Street is shown in Figure 4 below and is to be confirmed within the CTMP.



Figure 4: Anticipated Pedestrian Temporary Traffic Management (TTM)

f) Confirm how access to the service lane will be maintained for the neighbouring businesses throughout construction.

High-level analysis regarding the management of the rear service lane is discussed within Section 8 of the ITA as construction methodologies and timeframes are not yet known. Upon establishment of such information, a CTMP is to be provided to the satisfaction and approval of Council as a condition of consent. This approach is considered industry standard and good practice.

Requirements and management methodology of the rear service lane is to be specified within the CTMP and is anticipated to be provisional based on construction staging and requirements. Some overflow parking demand is anticipated to surrounding road network although all efforts are to be made to reduce this necessity. Communication to surrounding businesses that utilise the service lane, those directly impacted by construction, of how use of this access is to be maintained and / or appropriately managed is recommended prior to construction as a requirement of the CTMP.

g) Confirm how much traffic is generated by the construction traffic and how long the construction period is expected to be.

Construction traffic volumes including vehicle types are to be confirmed through establishment of the CTMP once these details are known and management of contractor personnel is established.

h) Identify any risk to the public created by the increased volume of construction traffic within the town centre, and any methods to mitigate these risks.

Assessment of operational effects of the development are discussed in detail within s Sections 4 to 7 of the ITA. Victoria Street is already a posted 40km/h speed zone, with a dedicated cycle lane and single southbound movement lane. Victoria Street is understood to experience moderately high traffic volumes with approximately 12,800vpd in both directions. Sightlines within the road reserve are unobstructed to key hazards such as pedestrian crossing locations and cycle lanes reducing the risk to active mode users and other road users. High-level construction effects are also discussed within Section 8 of the ITA. This high-level analysis is provided as construction methodologies, timeframes and other pertinent details which will affect the volume of construction traffic are not yet known. Such construction effects are also recognised to be temporary to the surrounding network. Establishment / identification and detailed assessment of such effects are to be confirmed through a CTMP as part of consent conditions, as is considered standard industry good practice.

It is anticipated that HCV movements will increase temporarily as a result of the construction works and therefore pose the greatest overall risk to other road users during the construction period. HCV movements are expected to be highly managed through the CTMP and movement of any large plant / equipment is expected to be undertaken outside peak network hours to further reduce the likelihood of conflict. The CTMP will also outline all required TTM and movement restrictions associated with construction works for all construction related traffic.

i) Confirm how long any measures will need to be implemented for.

As previously mentioned in the above responses, construction methodologies, timeframes and other pertinent details are not yet known. Construction timeframes and other details including management and TTM requirements are to be addressed within the CTMP to the satisfaction of Council. It is expected that at minimum, the TTM measures will be required to be in place until the completion of the structure, at which time it is expected that contractors in light vehicles will likely be able to utilise the underground parking structure and it is anticipated normal functionality of the rear service lane can be reasonably resumed.

We trust this meets your requirements. Please do not hesitate to contact us if you have any questions or require any additional information.

Yours sincerely
CKL Planning | Surveying | Engineering | Environmental

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ISO 9001 certified
Equal Assurance