

10 June 2024

Hutt City Council
30 Laings Road
Private Bag 31912
Lower Hutt 5040

Attn: Dan Kellow
Dan.Kellow@huttcity.govt.nz

Request for more information – Eastern Hill Notice of Requirement

Dear Dan,

Please find below our response to your letter dated 14 May 2024 requesting additional transport information. Our Transport Engineer has provided the following information in reply to the peer review carried out by Harriet Fraser Traffic Engineering & Transport on behalf of Hutt City Council.

Please identify stacking/passing locations for trucks along the Tilbury Street/ Summit Road route

Condition 26 requires the Requiring Authority to prepare a Construction Traffic Management Plan (CTMP) that will be certified prior to works commencing. Clause (e) requires that the CTMP detail '*Measures to control HCV so that two HCV's are not travelling in opposite directions along Summit Road or Tilbury Street at any one time including detailing appropriate waiting locations*'. Given the early phase of the Project, when a contractor is engaged to deliver the Project they will confirm the exact construction details, which will include the confirmed location for stacking/passing.

Notwithstanding this, it is anticipated that construction traffic travelling to the site (uphill) will have right-of-way over construction traffic travelling from the site (downhill). It is recommended that construction traffic travelling from site have space to wait on site.

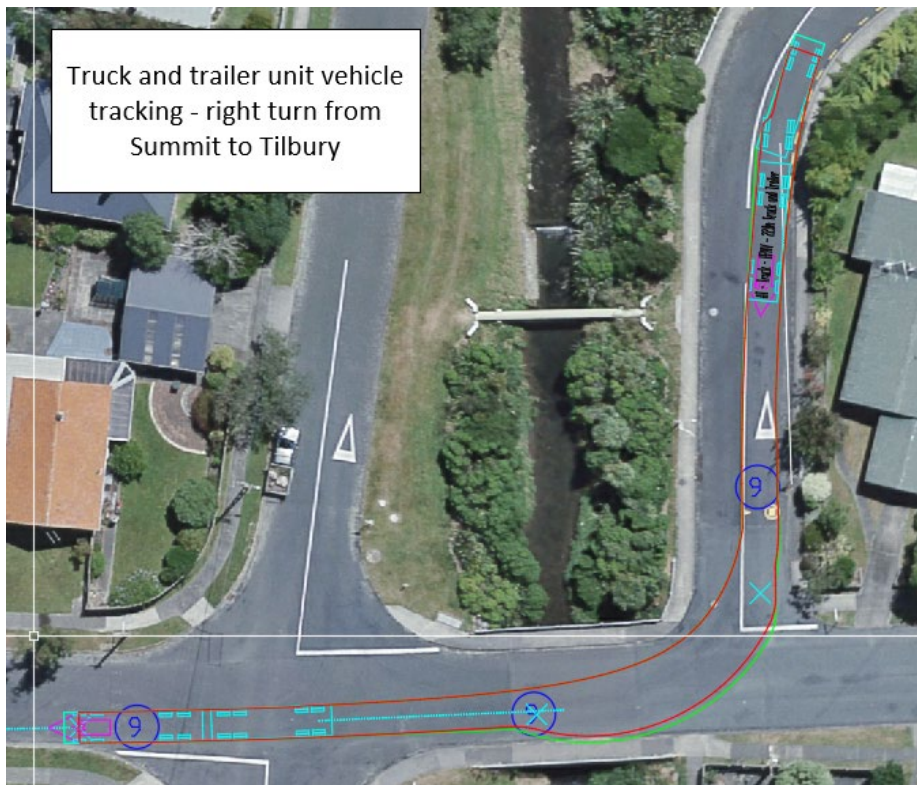
On Tilbury Street or Summit Road, it is considered that, due to the proximity to intersections and blind corners, there are limited safe locations for a large rigid vehicle or truck and trailer unit to stop and wait for opposing vehicles, without removing parking and blocking driveways.

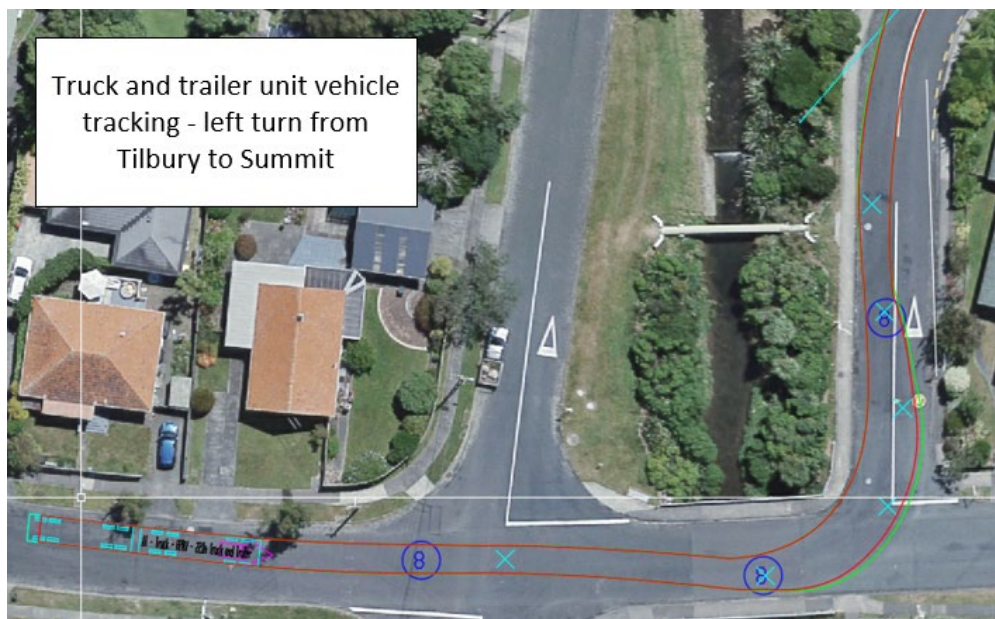
Consequently, as the contractor firms up their construction methodology, if it is considered necessary to have a waiting area for heavy vehicles travelling to site, further temporary parking removal will be required, as well as acceptance of blocking driveways for up to three minutes at a time. Tilbury Street is more acceptable than Summit Road for a site-bound heavy vehicle waiting area. The image below identifies a potentially suitable location. This will be confirmed prior to construction commencing through certification of the CTMP.



Please demonstrate truck and trailer swept paths through the Tilbury Street/ Summit Road intersection.

Please see images below which show a truck and trailer swept path through the Tilbury Street/Summit Road intersection. The swept paths demonstrate that a truck and trailer can successfully navigate this intersection.





Please confirm whether properties on Summit Road that rely on on-street parking will have street parking available within a reasonable distance of their property during construction.

The Construction Traffic Assessment (CTA) indicates that about 12 on-street parking spaces will remain on Summit Road between #1 and #13. The exact details of car parking to be removed will be confirmed in the CTMP as required by clause (g). Because of observed low existing street parking occupancy on Summit Road and high availability of off-street parking, these 12 remaining on-street car parks are expected to be sufficient to meet car parking demands during the construction period.

If the remaining on-street parking capacity is exhausted, the nearest on-street parking opportunities are on Laura Ferguson Drive or Tilbury Street. This is around 150-200m from the middle section of Summit Road.

In regard to the pre and post construction surveys, the method to be used needs to be confirmed. Please either amend conditions to reflect this or confirm the method of the surveys.

The proposed condition requires the Requiring Authority to carry out a preconstruction survey prior to the commencement of Construction Works. The Requiring Authority is happy to be guided by Hutt City Council's preferred methodology for carrying out pre and post construction surveys as determined by their Road Asset Manager. In-lieu of a preferred methodology being supplied this condition confirms that this survey shall occur prior to Construction Works commencing which addresses this concern.

Please confirm whether the surveys will include the Tilbury Street Bridge.

We can confirm that as the Tilbury Street Bridge forms part of Tilbury Street it will be included in the survey.

Balgownie Grove is included in condition 27 but not 28 – please confirm whether Balgownie Grove ought to be included in condition 28.

We can confirm that Balgownie Grove should be included in condition 28. Condition 28 should be amended to read as follows:

“Following completion of the Construction Works, the Requiring Authority shall complete a post construction survey of Summit Road, ~~and~~ Tilbury Street, ~~and~~ Balgownie Grove. The Requiring Authority shall contribute a fair and reasonable cost, as determined by a Suitably Qualified Person, towards repair and maintenance of Summit Road and Tilbury Street should damage to the road be attributable to the Construction Works”.

Please confirm whether condition 28 extends to footpaths.

We can confirm that condition 28 extends to footpaths.

Please confirm how safe sight lines will be maintained from all driveways in the vicinity of any material layover areas within the carriageway on Balgownie Grove.

If material laydown is required on Balgownie Grove, a minimum 1m distance away from driveways (as per the rules for a parked vehicle) would be required to be maintained. Because Balgownie Grove is a low-volume, low-speed cul-de-sac traffic environment, we do not expect sight distances to cause a major safety issues. The Contractor will be required to monitor this through the duration of construction through the Construction Traffic Management Plan, which will also require them to maintain ongoing communications with residents.

Please comment on the condition proposed by Harriet Fraser that ‘all truck traffic travelling between SH2 and the site shall use the Kennedy Good Bridge, Fairway Drive, Daysh Street route to avoid trucks travelling through the Hutt CBD to access either the Melling or Dowse interchanges.

We would like to proffer the following condition:

“All HGV traffic carrying goods (including bulk materials) that will utilise SH2, either traveling north or south, shall use the Kennedy Good Bridge, Fairway Drive, Daysh Street route to avoid HGVs travelling through the Hutt CDB to access either the Melling or Dowse interchanges”.

Please identify construction staff parking demands and methods for how these will be accommodated within the proposed on-site parking.

Construction staff parking demands and how they will be accommodated will be addressed by the Contractor through the Construction Traffic Management Plan. As the contractor has not been confirmed for these works, we are unable yet to confirm how they will be getting staff to/from the site.

Yours sincerely



Cathy Crooks
Principal Planner
Connect Water/WSP