



9th August 2022.

Dear Kerry

Subject: Request for Further Information (758 High Street, Lower Hutt)

Following completion of the Traffic Impact Assessment for a proposed retirement village at 758 High Street, Lower Hutt, a request for further information has been received as listed below. Responses and clarifications have been provided as required.

Matters requiring clarification

1. Hutt City Council:

Demonstrate how conflicts between pedestrians and vehicles will be managed at the site entrance given compliance with visibility splays is not able to be achieved with regards to the boundary fence. It is suggested you consider relocating the access to provide sufficient pedestrian visibility splay, and/or provision of a judder and signage to alert vehicles to the presence of pedestrians

Response:

It is proposed that in order to control vehicle speeds and manage safety appropriately at the entry to the site, a speed bump will be placed approximately 500mm offset from the site boundary within the site. In addition, it is proposed to reduce the width of the vehicle crossing down to 5.5m as shown in updated architects plans. Additionally, the narrowed access reduces the impacts on the adjacent tree.

Whilst restricting the width of the access, this will still allow two standard vehicles to pass one another when entering and exiting the site so still providing a good standard of access whilst implementing appropriate controls to manage safety.

2. Hutt City Council:

Demonstrate how general loading / unloading will be carried out on-site for deliveries and tradespersons. It is strongly recommended you consider provision of a dedicated on-site loading bay suitable to accommodate a van.

Response:

It is proposed that one of the parking spaces on site is dedicated for loading and unloading. The space is to be located next to the proposed disabled parking space, recognising that the disabled parking space is designed to provide manoeuvring to one side which will be beneficial to couriers and small trucks where they often load from side doors. The proposed loading/unloading space is shown in attachment 1.



3. Hutt City Council:

Demonstrate how non-residents will enter and exit the site in a forward direction, with consideration of access controls at the site entrance and lack of a vehicle turning bay when all car parks are full.

Response:

In the event that a vehicle enters the site and the carpark is full, this vehicle will be able to utilise the proposed loading bay to reverse into and perform a turn and exit the site in a forward direction. Vehicle tracking has been completed and is as attached in attachment 2. In the event that the loading zone is being utilised, the vehicle could then utilise the disabled parking space if that is empty to turn around or perform multiple manoeuvres within the isle width and exit the site in a forward direction.

Should you require any further information please feel free to contact me on 022 171 4386 or at luke@bennerconsulting.co.nz

LUKE BENNER
TRAFFIC ENGINEER – DIRECTOR



Attachment 1 – Proposed loading space for a van or similar including turning on site.





Attachment 2 – Vehicle tracking – showing vehicle turning around on site.

