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NEW ZEALAND
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29 August 2022

Project/File: 310205314

Alistair Aburn
Urban Perspectives Ltd
PO Box 9042
Marion Square
Wellington 6141

Dear Alistair,

Reference: #110 Jervois Quay Development

MFC Development Limited Partnership is looking to lodge an application for resource consent to develop a new base-isolated commercial building on land immediately adjacent to the Michael Fowler Centre, at #110 Jervois Quay in central Wellington.

Stantec prepared an Integrated Transport Assessment (**ITA**) dated 1 March 2022 to accompany the application, describing the associated traffic and transport elements of the development. Since then, some minor changes have been made to the proposal plans. The purpose of this report is to provide an assessment of the transport related matters associated with the revised proposal.

By way of summary, it is assessed that the revised development plans as now proposed, do not change any of the conclusions reached in the ITA and that the development proposal can continue to be supported from a transport perspective.

Amended Proposal Plans

The revised scheme (detailed plans of which are provided separately within the fuller documentation) includes changes to the lift core location and associated revisions to the ground floor layout. In addition, office space has been added to Level 8 which previously comprised enclosed plant and roof area, meaning the building essentially now stands at 9-storeys.

In the previous scheme described in the ITA, the secure cycle parking and end of trip facilities were located to the immediate south and west of the central lift core respectively, requiring cyclists to essentially enter the building's lobby with their bikes to access the storage area. In the revised scheme, the cycle parking room has been relocated to the southeast section of the building on the ground floor fronting Wakefield Street, which will allow cyclists to access the room to drop-off/pick-up bikes directly off the footpath, and without needing to wheel them through the building's main lobby. Having stored their bikes, cyclists will be able to access the building on foot through the Wakefield Street pedestrian entrances, and connect with the end of trip facilities located to the north of the revised central lift core. The end of trip facility has been expanded in size from the previous scheme to provide separate male and female changing and showers.

The proposed servicing arrangements for the new building, which will be achieved via an on-street loading zone on Wakefield Street adjacent to the rubbish room, remain unchanged from that described in the ITA.



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Overall, and as described above, the only material changes to the transport elements of the proposal plans described in the March 2022 ITA, relate to the relocation of the secure cycle parking (to remove the need for cyclists to access the main internal lobby with their bikes) and adjustments and expansion of the end of trip facilities. The revised application can therefore continue to be supported from a transportation perspective.

We trust this report adequately addresses the revised development application from a traffic and transport perspective.

Yours sincerely,

STANTEC NEW ZEALAND

A handwritten signature in black ink, appearing to read 'Jamie Whittaker', written in a cursive style.

Jamie Whittaker
Principal Transportation Planner