

**Summary Statement of Soon Teck Kong on behalf of Wellington City Council
in the matter of an application by Ryman Healthcare Limited for resource
consent to construct, operate and maintain a comprehensive care retirement
village at 26 Donald Street and 37 Campbell Street, Karori, Wellington**

Summary Statement of Soon Teck Kong

My full name is Soon Teck Kong. My qualifications and experience are set out in my statement of evidence.

Scope of Summary

My summary statements cover the following topics:

- Access
- Traffic Effects
- Parking
- Staff Travel Plan
- Loading and Servicing
- Construction Traffic

Access

The Applicant has agreed to include the pedestrian visibility splays at the accesses on Donald Street and Campbell Street to ensure no visual obstruction between drivers and pedestrians with speed humps to ensure slow speeds for vehicles exiting and entering the site. By providing complying visibility splays, there is no need to include audible alarm to advise pedestrians of exiting vehicles.

Within the complex, the Applicant has agreed to include traffic calming measures within the internal road layout such as speed humps and pedestrian crossing platforms to ensure a slow speed environment of 10km/h with clearly marked and signed paths for pedestrians and vehicular traffic.

The proposed 7.5m vehicle crossing is located in a similar location as the existing 6m vehicle crossing. No loss of on-street parking is expected. An on-street parking will be added along Donald Street where a redundant vehicle crossing is reinstated with footpath, kerb and channel.

The existing 2m footpath along Donald Street can be widened by 0.5m by removing the grass berm adjacent to the boundary.

Traffic Effects

The trips generated from the proposal are low (upto 1 trip per minute). The traffic effects can be accommodated within the surrounding street network with no noticeable change. The trips distribution at the intersections was reasonable for traffic modelling and the resulting level of services are acceptable. Changing the trips distribution will not significantly change the level of service at these intersections.

Parking

The Applicant has confirmed that the on-site parking spaces including the mobility parking spaces will comply with the AS/NZS2890.1:2004 Parking Facilities Part 1: Off-street carparking dimensions.

The Applicant has estimated the on-site parking requirement based on the parking provision rates listed in the RTA Guide (Roads and Traffic Authority Guide to Traffic Generation Developments). The Applicant has also outlined the parking provision rates at 5 approved Ryman villages. 229 on-site parking spaces are provided for this development.

The RTA parking estimate differs from the parking estimate based on the 5 approved Ryman villages. There is no data from the Applicant to confirm the parking utilisation at these 5 approved Ryman villages after.

For comparison, I have estimated the parking requirement for this development using the NZ Transport Agency research report 453: Trips and parking related to land use dated November 2011. The parking spaces required on-site are similar to the parking estimation based on the parking provision rates at the 5 approved Ryman villages. I am satisfied that the provision of 229 on-site parking spaces will meet the needs for residents, visitors and staff during routine operation subject to active management of these parking spaces.

I have discussed with the Applicant and agree that the suggested Condition No.28 will allow active management of these parking spaces via an "On-site Parking Management Strategy" to allow unallocated parking spaces to be available to other users. A minimum of 36 parking spaces are allocated for visitors and a minimum of 25 parking spaces allocated to staff. Where parking spaces are not utilised by residents, these spaces will be available for visitors and staff to ensure high occupancy under the "On-site Parking Management Strategy".

In my view, the suggested Condition No.28 needs more specific follow up actions for the proposed "On-site Parking Management Strategy" to be effective such as keeping and sharing records showing that the high level of on-site parking occupancy demonstrates shared use of unallocated parking spaces during routine operation.

Staff Travel Plan

The Applicant is proposing a staff travel plan as outlined in the Workplace Travel Plan Guidelines (WTPG) released by NZ Transport Agency August 2011. The recommended process for the workplace travel plan as outlined in the WTPG includes setup, data collection, action planning, implementation and monitoring & maintenance.

In my view, the suggested Condition No.24 on the staff travel plan is consistent with the Workplace Travel Plan which includes collating details on staff shift, changeover

period, staff number on-site at any given time and staff travel behaviour and mode choices.

The Workplace Travel Plan will also provide information on the staff parking needs and staff travel pattern to compare with the expectations in the CTC transportation assessment.

Loading and Servicing

I consider the loading and servicing arrangements provided on-site are appropriate to meet the needs of this development.

The internal roading layout is adequate to provide service vehicle turning on-site.

There is no limitation on the hours for servicing but due to the noise effect on the adjoining residential zone, limiting the servicing hours will minimise the noise effect on adjacent residents such as servicing between 7am to 7pm.

Construction Traffic

The construction traffic effects comprise of movements of construction vehicles, stationary construction vehicles and workers private vehicles.

In my view, the suggested Condition No.19 on the Construction Traffic Management Plan (CTMP) is acceptable for the consent holder to meet the stated criteria to mitigate the construction traffic effects.

Conclusion

In my view, the traffic and safety measures at the accesses and the internal roading and footpath layout are addressed in the detailed design. The existing transport network can accommodate the trips generated from this development. The loading and servicing needs for the development are met. The construction traffic effects can be mitigated with the suggested condition.

The parking provided on-site and the “On-site Parking Management Strategy” with the information gathered from the staff travel plan are integral components to manage the parking demands generated by this development during routine operation. In my view, the active management of parking occupancy on-site will meet the parking needs for residents, visitors and staff during routine operation.

Soon Teck Kong

16 September 2022