



Memorandum

TO: Jeremy Grey, Planner

FROM: Grant Fisher, Planner/Engineer Transport

DATE: 03 August 2016

SUBJECT: **LUC-2016-189**
40 BEACH STREET, PORT CHALMERS

The DCC Transport department (Transport) has assessed the application to undertake significant earthworks at the above site. The proposal will involve 45000m³ of earthworks for the purpose of slope stabilisation of Flagstaff Hill, and works are expected to take up to 12 months to complete.

Effects relating to the safe and efficient operation of the transport network as a result of the proposed works primarily relate to traffic management. The applicant proposes an overall Construction Management Plan, which is to include a Traffic Management Plan (TMP) in order to deal with these effects. Transport considers this to be an acceptable way to mitigate the transport effects that will arise as a result of the proposed earthworks. The following conditions/advice is recommended:

- (i) The full extent of proposed works, especially those within legal road, shall be submitted to Transport prior to works commencing.
- (ii) The TMP shall be submitted to, and approved by, Transport prior to works commencing. The TMP shall comply with the requirements of the NZTA Code of Practice for Temporary Traffic Management.
- (iii) The required TMP shall include, but not be limited to, the following provisions:
 - a. All rock/earthworks material taken away from the site shall be taken away via Beach St direct to George Street/State Highway 88.
 - b. Road closures shall be kept to a minimum duration as is practicable. Longer road closures are at the discretion of the DCC Traffic Management Coordinator, and may require further public notification.
 - c. Details of any catch fences that may be required to ensure the operational safety of the transport network.
- (iv) Any excavation work proposed within legal road shall be undertaken in accordance with the *National Code of Practice for Utility Operators' Access to Transport Corridors*, and will require an authorised corridor access request prior to these works commencing.
- (v) Any altered stormwater or captured groundwater must not cause a nuisance, in general must drain to an approved outlet, which may require building consent. Openings to allow drainage to kerb and channel within road will require a Corridor Access Request as detailed above.
- (vi) Following completion of the works, the full road width shall be available for road users, including the footpath on the hill side of the road.

Further to the above, Transport recommends a TMP pre-application meeting be undertaken between the Site Traffic Management Supervisor (STMS) for the works, and Council's Traffic Management Coordinator, in order to determine appropriate methodology for the TMP and extent of the site working space. It should be noted that Transport would reserve the right to require additional traffic management in the future based on actual effects once work has commenced.

Subject to the above requirements/recommendations, Transport considers that the transport effects arising as a result of the proposed earthworks can be sufficiently managed.

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

Grant Fisher
Planner/Engineer
Transport