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Issued via email: **jonathan@planzconsultants.co.nz**

Dear Jono

The Bay Hill Mixed Use Development
Commissioner Request for Further Information

The Timaru District Council (TDC) reporting officer and hearing commissioner for the Bay Hill Mixed Use Development have requested further information in relation to the operation of the parking facilities. The information provided below responds to this request and following discussion with the Council's transport expert, also includes some additional information to address their concerns.

1. Valet Parking

The valet parking needs to be considered in the context of two different user types: a new arrival and a registered or familiar guest.

An unregistered guest would be expected to park their vehicle on Bay Hill initially. Once registered, the vehicle would need to be taken to its allocated parking space. This could occur in a single stage if this was done entirely by a valet or in two stages if the car was initially driven by the guest to the valet spaces and then by a valet to the basement parking. In both scenarios, this would add an extra vehicle movement to the Sefton Street / Stafford Street intersection but would have no noticeable effect on the operation of the signals.

Once a guest has registered with the hotel, it is anticipated that all vehicle movements by the guest would be to and from the valet spaces proposed at ground level. This means that all vehicle movements involving registered guests would be to / from Sefton Street. It would remain the responsibility of the hotel staff to move the vehicle between the ground level parking spaces and basement car park.

An unregistered guest that was already familiar with the parking management of the hotel could choose to park in the valet spaces before registering. This would reduce the number of vehicle movements on Bay Hill.

The 85th percentile traffic generation rate of the hotel reported in the NZTA Research Report 453 "Trips and Parking Related to Land Use" is 1.2 vehicle movements per hour (vph) per room. With 68 rooms, the hotel could generate about 80vph during its peak hour. If all vehicle movements involved a valet parking space and a space was occupied for an average of five minutes, there would be a peak demand for six valet parking spaces. This is considered to be a high estimate of the valet parking demand because the parking duration for departing vehicles will be much shorter than for arriving vehicles. Investigation of different scenarios with a range of traffic generation rates and parking durations suggests that the typical peak

demand for valet parking will be four to five spaces. On this basis, it is recommended that five spaces are reserved for valet parking.

For maximum operating efficiency, it would be desirable for the valet parking spaces to be provided in addition to any overnight vehicle parking provisions for the hotel. However, since the overnight parking demands of the retail and office activities will be very low, there is scope for complementary use of spaces within the basement to meet the increased overnight parking demands from the hotel.

2. Parking Allocation

The parking building will have 57 spaces available for non-residential use if one space is allocated to each residential unit. This provides a high degree of flexibility in how the spaces are allocated. It is anticipated that the hotel is likely to require about 30 spaces, including the valet spaces at ground level. This leaves about 30 spaces that can be allocated for office use or as additional residential spaces.

From a parking management perspective, it is considered likely that the office activity will require about 50 spaces in total. This could be provided as 25 spaces in the parking building and 25 spaces in the external car park. This would leave nine spaces for short term parking in the external car park and also allows some additional spaces for the residential apartments if required.

It is understood that the allocation of the office and hotel spaces will be controlled with lease agreements. Any parking spaces within the external car park that form part of a lease agreement will be marked or signposted accordingly. It is anticipated that the lease agreements will allow for shared use of some spaces by the hotel and office activities to take advantage of their complementary demand periods.

At this stage of development, it is not possible to confirm how all parking spaces will be allocated because this will depend upon the final tenants being confirmed and their individual parking requirements being agreed. The following table shows how an indicative allocation of parking spaces.

Activity	Parking Spaces	Parking Location
Residential	32	20 on first floor 12 in basement
Hotel	30	5 valet spaces on ground floor 25 spaces in basement
Office	50	5 at ground floor 20 in basement 25 in external car park
Food&Beverage	9	9 in external car park
Total	121	87 in car park building 34 in external car park

Table 1: Indicative Car Park Allocation

3. Consent Conditions

Since the external car parking area now provides the necessary parking for the proposed development, it is considered appropriate that a condition of consent specifically links the two sites. Two options have been considered.

One option introduces a new condition with the following form:

> *The carpark located on land legally described as Lot 1 DP302425 (or any subsequent legal descriptions in the event that this site is subdivided) shall be made available at all times for parking generated by the application site.*

The second and preferred option is to vary the wording of the currently proposed consent condition 1 as follows:

> *The development shall proceed in accordance with the information and plans submitted with the application, including the further information submitted on 7 October 2016, and the addition of car parking located on Lot 1 DP302425. The approved consent documentation has been entered into Council records as number 102.2016.141.1.*

The latter option is preferred because it more clearly identifies the car parking lot as part of the overall application.

4. Parking Demand Rates

The 85th percentile parking demand rate provides a reference standard to guide the selection of the desirable design capacity for a car park. This is most appropriate when a car park is associated with a single, standalone activity. Where a car park serves multiple activities which have different parking demand profiles across the day, is in close proximity to existing activities and car parks or close to public transport routes, it is considered appropriate to take into account the potential for trip linking, alternate travel modes and their potential effects on parking demands. The Bay Hill Mixed Used Development is located within the Commercial 1A zone that forms the central business district for Timaru which includes a number of car parks and is also accessible by public transport.

The 15th percentile parking demand rates were adopted to assess the future demand because of the site's location within the commercial core zone, proximity to other car parks and availability of public transport.

With the 85th percentile parking demand rates, the peak parking demand for the development is expected to be about 120 spaces excluding the retail parking demand for which parking is not required under the District plan rules. The proposal now includes 121 parking spaces which is sufficient to meet all no-retail related parking demands. The parking demands associated with the retail activity is expected to be about 16 spaces and can be met within the northern, Council operated car park on Theodosia Street.

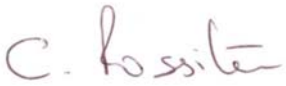
5. Parking Utilisation

Since the on-site parking will be fully allocated to specific activities within the development through leasing agreements, it is anticipated that utilisation of the car parking spaces will exceed 90% and is likely to be close to 100%. Utilisation of the external car park on Theodosia Street is also expected to be high because it is anticipated that the spaces will be leased by the office activity. In the event that the spaces are not leased by the office tenants and the spaces allowed for all-day parking, as was the case when the car park was being operated by Council,

then the car park would still achieve a high utilisation because it would be the closest car park to the offices that permitted all day parking and hence be suitable for employee parking.

We trust that this report provides the information required but would be happy to supply further information if required.

Yours sincerely
Traffic Design Group Ltd



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