

27 November 2019

Our reference: D190064

Selwyn District Council
C/ Incite

Attention: Fiona Small

Sent via email: fiona@incite.co.nz

Dear Fiona

Request for Further Information and Affected Party Approval

I have reviewed your Notice of Requirement **D190064** to extend the designation for Kirwee reserve. More information is needed so that I can better understand your proposal and its potential effects. The written approval of affected parties is also required, in order to process your application on a non-notified basis.

Further information

In accordance with section 92(1) of the Resource Management Act 1991, I request the following information:

1. The details of any proposed earthworks associated with the work, along with an assessment of effects and any proposed mitigation measures;

Transport matters

2. The application states that the area shown as 'future parking' will be monitored, and parking formed once there is regular demand, with work carried out prior to the subsequent rugby season. This indicates that there may be several months where overflow parking will occur on grassed areas. In relation to this arrangement:
 - a. Is it realistic to expect that there will be regular parking on grassed areas?
 - b. What would be the effects of cars parking on Tramway Road if the grassed areas could not be used?
 - c. What is the trigger for formation of car parking? The application suggests it would be regular demand, but also says 'when capacity is reached' indicating that it could be sooner. What (if any) formal monitoring is proposed?

- d. Is there a need for monitoring during summer months?
3. It is noted that the existing accesses will continue to be used as the main entry. If the new entry point is not expected to be well used, has any thought been given to retaining the existing access only, or making it exit only?
 4. Would the proposed access operate safely in the event that the speed threshold was not relocated?
 5. The ITA notes that with two senior rugby fields there may be 4 teams present at one time. Is any overlap likely to occur with players for later games arriving before those in previous games have departed? If so, what would happen in respect of parking?
 6. Please provide a swept path to show how coaches could be accommodated without needing to reverse manoeuvre, and show how many parking spaces would be lost;

Acoustic

1. Please advise whether there will be any noise effects on the residential dwellings adjacent and opposite the site from increased traffic on Tramway Road as a result of the proposed new access.

You must respond in writing to this request before Wednesday, 18 December 2019 and do one of the following:

- (a) Provide the information; or
- (b) Tell us that you agree to provide the information, but propose a reasonable alternative date; or
- (c) Tell us that you refuse to provide the information

Please note that if you do not respond in some way before Wednesday, 18 December 2019 or you refuse to provide the information requested, we are required to publicly notify your application. This will result in increased costs to you and take longer to process. It is important that you respond to this request, otherwise your application can be declined for lack of information.

I have put processing of your application on hold until we receive your complete response. Please contact me if you have any questions.

Yours faithfully



Lisa Steele,

Consultant Planner

Lisa Steele

From: Fiona Small <Fiona@incite.co.nz>
Sent: Monday, 9 December 2019 2:58 pm
To: Lisa Steele
Cc: Derek Hayes
Subject: RE: D190064 Request for further information
Attachments: 003036 Transport RFI response 061219.pdf

Hi Lisa

Thanks very much for your request for further information. We are still working on the response with regard to noise effects on the residential dwellings but thought I would come back to you with the earthworks and traffic response so we can ensure we resolve those queries in the meantime.

Earthworks

The construction of sports fields is likely to involve a process of removing and stockpiling site topsoil and levelling of the subbase, before relaying topsoil to create a level playing surface. The exact volume and extent of earthworks has not yet been determined. The removal of soil and movement of construction machinery around the site has the potential to create a dust nuisance to adjoining neighbours. The use of dust suppression methods such as water spraying will therefore be employed during the physical works phase of construction. Areas exposed for landscaping, car parking or building will either be covered with hard surfacing or re-vegetated as soon as practicable to avoid any long-term exposure of soil. Specific details of dust suppression methods will be addressed at Outline Plan stage.

On the basis of the above mitigation measures that will be undertaken at the time of construction, any adverse dust effects on surrounding properties will be less than minor.

Transport Matters

Please see the attached response to the traffic queries from Lisa Williams at Novo Group.

I will come back to you as soon as possible with regard to the acoustic query.

Thanks very much
Fiona

Fiona Small
Ph 0274 90 50 48

From: Lisa Steele <lisa@planzconsultants.co.nz>
Sent: Wednesday, 27 November 2019 2:18 PM
To: Fiona Small <Fiona@incite.co.nz>
Subject: D190064 Request for further information

Hi Fiona,

Please find attached the RFI for Kirwee reserve.

Regards,



Lisa Steele - Consultant Planner

DDI: 03 595 1895 M: 022 153 7909 E: lisa@planzconsultants.co.nz W: planzconsultants.co.nz
P: PO Box 1845, Christchurch 8140 A: 124 Peterborough Street, Christchurch 8013

6 December 2019

Selwyn District Council
c/- Fiona Small, Incite

Novo Group Limited
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
0 - 03 365 5570
info@novogroup.co.nz

By email: Fiona@incite.co.nz; Derek.Hayes@selwyn.govt.nz

RESPONSE TO FUTHER INFORMATION: TRANSPORT KIRWEE RESERVE DESIGNATION

1. I have reviewed the request for further information received on the 27th November 2019 and have provided a response below to each of the matters relating to transport. This relies upon the revised Master Plan (dated 21 November 2019).

2. The application states that the area shown as 'future parking' will be monitored, and parking formed once there is regular demand, with work carried out prior to the subsequent rugby season. This indicates that there may be several months where overflow parking will occur on grassed areas. In relation to this arrangement:

2. There will be 86 sealed car parks and 60 car parks to be sealed in the future however these will be available as grass areas until such time as they are sealed.
3. The parking demand relates to the number of games occurring which is dictated by the size of the clubs. That is formation of the fields will not automatically increase the demand, it will instead increase over time as the size of the club grows and additional games are scheduled at any one time.

a. Is it realistic to expect that there will be regular parking on grassed areas?

4. Yes, parking on grassed areas is part of the existing environment in relation to the current operation of the existing parts of the reserve. The ground is reasonably free draining and high parking demand only occurs once per week, allowing plenty of recovery time. It is noted that during periods of very wet weather the sports fields would be closed by the Council to protect the fields, therefore avoiding parking demand during any particularly wet periods.

b. What would be the effects of cars parking on Tramway Road if the grassed areas could not be used?

5. The design is actively discouraging this, and it is not anticipated as there is ample off-street parking, and on-site grass parking areas would be closer and therefore more desirable than grass kerb-side parking. If used during events, the Event Management Plan would need to cover this (likely including temporary speed limit reductions). Should it otherwise become problematic this would be a network management issue (installing yellow lines) – i.e., separate to the NOR process.

c. What is the trigger for formation of car parking? The application suggests it would be regular demand, but also says 'when capacity is reached' indicating that it could be sooner. What (if any) formal monitoring is proposed?



6. As above the demand will relate to the size of the clubs and the number of games scheduled. It is understood that it is common practise (here and at other reserves) for the clubs and Council liaise regarding the use of fields, the Council are able to monitor this in conjunction with the clubs both through discussion, and also through monitoring the number of scheduled games (which is published each week). Accordingly, Council staff have advised that they consider the current informal monitoring procedures they have in place will be sufficient to determine when additional parks should be sealed. Noting that the grass parking will be available should demand exceed the sealed supply I have no concerns regarding this approach.

d. Is there a need for monitoring during summer months?

7. Summer demand is estimated in the ITA as 110 spaces which is catered for and not reliant on the future 54 spaces. Noting the lower demand, lesser number of codes operating in summer months and nature of those codes (longer games and more spacing between games) monitoring is not likely to be necessary (over and above the general monitoring by Council of the use and operation of all reserves).

3. It is noted that the existing accesses will continue to be used as the main entry. If the new entry point is not expected to be well used, has any thought been given to retaining the existing access only, or making it exit only?

8. Whilst the majority of vehicles are anticipated to continue using the other accesses, it is sought to retain this access as both an entry and exit point for flexibility and for the regular users who may want to access that end of the reserve (i.e., to walk through the passive recreation areas etc) .

4. Would the proposed access operate safely in the event that the speed threshold was not relocated?

9. Yes, as stated in paragraph 54 of the ITA, the proposed layout achieves the same intent as the District Plan seal widening for a rural area (and associated rural speed). It simply saves remarking lines if the speed limit is moved in the future.

10. There is un-restricted visibility to the North West. Visibility to the South-east is sufficient particularly noting that the 50km/h speed transition is located south-east of the site access and north-west bound vehicles would be visible whilst still travelling at 50km/h i.e., before the speed transition.

5. The ITA notes that with two senior rugby fields there may be 4 teams present at one time. Is any overlap likely to occur with players for later games arriving before those in previous games have departed? If so, what would happen in respect of parking?

11. This is already inherent in the survey data, the survey days included multiple and subsequent games and it was clear that there was some overlap in parking demand. Accordingly, there is no need to separately allow for this (already included in the factoring).

6. Please provide a swept path to show how coaches could be accommodated without needing to reverse manoeuvre, and show how many parking spaces would be lost;

12. It will be recommended to the clubs that the area highlighted in the figure below is appropriate for coach parking (to be coned off) which will occupy six car parks. Coach parking is arranged / managed by the clubs and some flexibility is required. It is noted

that coach parking is an existing occurrence and has been managed well to date by the clubs. It is also noted that this level of detail is not proposed to be shown on the Master Plan.

13. The location shown below would not result in buses reversing into or across aisles, although it is noted that doing so (if other locations were used) is not considered to be inherently dangerous. The District Plan would allow all vehicles to reverse out of a parking or loading space and buses are both large (visually obvious) and have reverse warning signals (beepers), the drivers must be appropriately licenced to drive a bus and they would also be completing the manoeuvre at very slow speed.



Figure 1: Area to be coned off for coach parking

14. The manoeuvring to this area for a NZ Tour Coach (12.6m long) is shown below.



Figure 2: Manoeuvring for a Tour Coach



15. We trust this is sufficient to satisfy the Councils request for further information, if any additional clarification is required please feel free to contact the undersigned directly.

Yours sincerely,

Novo Group Limited

Lisa Williams

Transport Engineer and Planner

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003036

File Ref: AC19149 – 03 – R1

19 December 2019

Mr D. Hayes
Selwyn District Council
2 Norman Kirk Drive
Rolleston 7643

Email: Derek.Hayes@selwyn.govt.nz

Dear Derek,

**Re: Kirwee Recreation Reserve, Kirwee
Response to RFI**

As requested, we have reviewed the RFI titled *Request for Further information and Affected Party Approval* as prepared by Selwyn District Council and dated the 17th of November 2019. The relevant request is as follows:

Please advise whether there will be any noise effects on the residential dwellings adjacent and opposite site from increased traffic on Tramway Road as a result of the proposed new access.

Please find our analysis below.

1.0 GUIDANCE REGARDING NOISE EFFECTS ASSOCIATED WITH TRAFFIC ON ROADS

Guidelines for Community Noise, a document produced by the World Health Organisation based on extensive international research recommends a guideline limit of 55 dB L_{Aeq} (16 hours) to ensure few people are seriously annoyed in residential situations, and 45 dB L_{Aeq} (8 hours) to prevent sleep disturbance. This guidance applies to all noise sources – including traffic on roads.

We also note that a change in noise level of 1 – 2 dB is typically inaudible, 3 dB is just audible and a change of 5 dB is clearly noticeable.

2.0 NOISE FROM EXISTING TRAFFIC ON TRAMWAY ROAD

Based on traffic count data provided by Beca, we understand that the Average Daily Traffic (ADT) from March 2018 for Tramway Road between Anson Street and Thomas Street was 344. This is a very low number of movements.

Based on this data and the speed limit of 50 km/h, the following noise levels are expected to be currently experienced at the façade of the most affected dwellings assuming all of the vehicle movements occur in a 16-hour daytime period (which is conservative):

- 50 dB L_{Aeq} (16 hours) at 24 Tramway Road;
- 49 dB L_{Aeq} (16 hours) at 50 High Street;

- 49 dB L_{Aeq} (16 hours) at 48 High Street;

We understand that no further detail is available regarding traffic volumes at different times of day or night, or on different days. However, based on correspondence with the Traffic Engineer, we understand that up to 30 vehicle movements per hour may currently occur on Saturday mornings along Tramway Road, which is estimated from daily traffic volumes. This would generate the following noise levels:

- 52 dB L_{Aeq} (1 hour) at 24 Tramway Road;
- 51 dB L_{Aeq} (1 hour) at 50 High Street;
- 51 dB L_{Aeq} (1 hour) at 48 High Street;

We also understand that a very low number of movements are expected to currently occur during the night time period.

3.0 NOISE FROM INCREASED TRAFFIC ON TRAMWAY ROAD

Daytime

During the daytime period between 0700 and 2200 hours, based on correspondence, we understand that in a worst-case period on a Saturday morning in the order 83 vehicle movements may take place via the entry / exit point onto Tramway Road. We have assumed that all of these vehicles will travel to / from the West Coast Road intersection, and will be travelling at 50 km/hr when passing the most affected dwellings. When noise from these vehicles combines with noise from the existing traffic noise discussed above, the following cumulative levels would be expected:

- 57 dB L_{Aeq} (1 hour) at 24 Tramway Road;
- 56 dB L_{Aeq} (1 hour) at 50 High Street;
- 56 dB L_{Aeq} (1 hour) at 48 High Street;

The increase during this period is therefore expected to be 5 dB. We have been advised that during other 'peak' hours over a week (for example Saturday afternoons, or after weekday sports practices) traffic volumes would be in the order of half those discussed above. The increase in noise level at these times may therefore be in the order of 3 dB.

There is no other data available regarding current or expected traffic volumes – however based on the above it appears that the overall change in 16-hour L_{Aeq} may be 1 – 3 dB. We note this analysis is based on full capacity operation which will take some time to occur as it will depend on club growth. During this time underlaying existing traffic volumes on Tramway Road may also increase.

Overall it appears that there may be a noticeable increase in traffic noise for 24 Tramway Road, 50 High Street and 48 High Street for some periods during the week – in particular on a Saturday morning. However, for the majority of the time there will be no noticeable increase in noise levels, and 16-hour average levels will remain below 55 dB L_{Aeq} . We therefore expect the effect of this noise to only be minor.

Night time

Based on correspondence with Traffic Engineer, we understand that the passive use of the site (such as dog walk in the early morning) is likely to involve very few traffic movements. We expect noise associated with this additional traffic to have no perceptible effect, compared to that associated with existing sporadic night time vehicle movements on Tramway Road.

Please do not hesitate to contact us to discuss further as required.

Kind Regards,

A handwritten signature in cursive script, appearing to read 'Fian'.

Aaron Zhao
ME (Mech)
Acoustic Engineer
Acoustic Engineering Services