

17 June 2022

Our reference: D220002

Minister of Education
c/ Town Planning Group
PO Box 35
Christchurch 8440

Attention: Daniel Thorne

Sent via email: daniel@townplanning.co.nz

Dear Daniel

**D220002: Minister of Education Notice of Requirement Rolleston Secondary School:
Request for further information**

Your application for the above Notice of Requirement (NoR) has been assessed for completeness under s92 of the Resource Management Act 1991. A review has been undertaken of the NoR, with the following information request being issues to enable the Council to better evaluate the nature and effects of the NoR:

General

Campus of Rolleston College

It is noted that the proposal seeks to operate the secondary school as a second campus of the existing Rolleston College. Please can you advise how this will function and whether interaction between the two campuses will result in increased traffic movements, and if so how this might be mitigated (for example, improved walking and cycling facilities).

Activities outside of school hours

It is noted that the proposed conditions provide a level of flexibility for noise levels for activities occurring on a Saturday. Please provide further information.

Transport

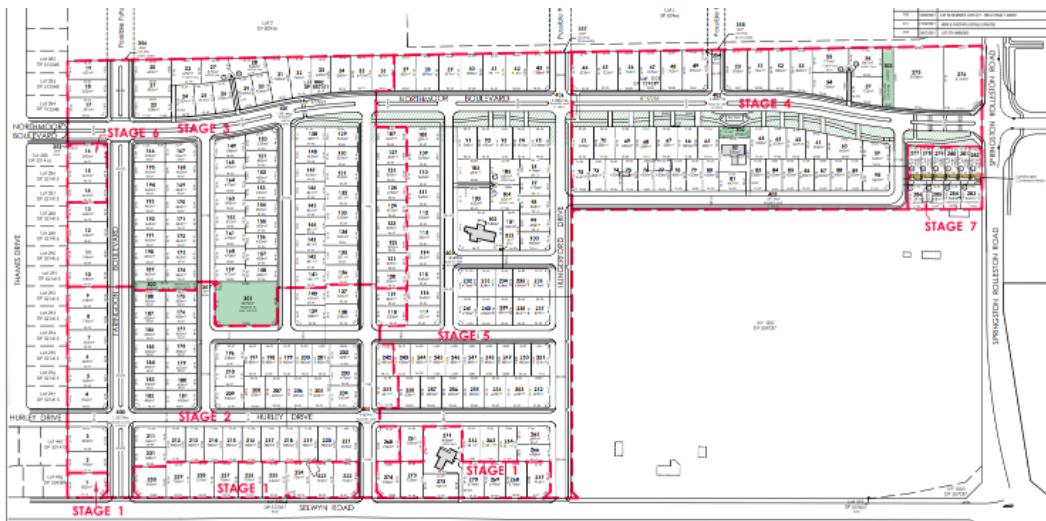
Andy Carr from Carriageway Consulting has been engaged by the Council to undertake a peer review of the ITA. Mr Carr has provided the following comments and requested for further information:

Para 2.1: The ITA notes that the site "*is located in the Faringdon South-East subdivision*". However the application to the EPA shows that this area was not included, as shown below.



Figure 2: South East site and surrounding environment. Source: Canterbury Maps

It is also not within the site boundaries of the approved EPA plan of the area:



Please clarify this comment in the ITA.

Para 2.4: The ITA notes that “roundabout control is proposed at Springston Rolleston and Selwyn Road intersection”. It is understood that there is presently no funding available for this scheme, and therefore please provide comment as to potential effects at this intersection if the schools were to open with the current intersection geometry remaining in place.

Para 3.2: Please comment on the ability of Hungerford Drive and Road 1 to accommodate additional traffic associated with the schools (or alternatively, should access to the school site be prohibited from either/both?).

Para 3.2: It is noted that “buildouts could be considered in the future near the school to facilitate a pedestrian crossing”. Please advise whether this measure is proposed as part of the provisions of the designation. On the same topic, the ITA mentions a number of transportation provisions that are assumed to be implemented on the roading network. However it is important that there is certainty that any measures that are relied upon will indeed be implemented. To that end, please provide details of what roading/transportation measures are proposed to form part of the designation conditions, which measures are confirmed as being provided by others, and which are not confirmed or funded. By way of just one example (and there are many others), under para 3.4 it is noted that “any surrounding intersections should also have pedestrian crossing points on desire lines to encourage active travel to the school site”. Who is responsible for implementing these?

Para 3.3. It is noted that the site was previously expected to have 161 lots, as noted above but under the application to the EPA, the site was not included within Faringdon South-East. Please clarify (this matter might be more easily addressed under the first point above).

Para 3.6. Please comment on whether, because of travel patterns being suppressed due to Covid-19 related restrictions, a slightly longer timeframe should be considered for the safety assessment.

Para 5. It is noted that the specialist hub will operate outside of school hours – however, is this confirmed, and will there be a condition on the designation to ensure this? If not, please comment on whether the traffic should be taken into account.

Para 5. Please clarify whether the figures in the tables are one-way trips or two-way (that is, whether the 903 trips reflect 903 vehicles entering and 903 vehicles exiting, or 451 vehicles entering and 451 vehicles exiting). With 1,041 students travelling by car, 903 vehicles entering would mean an average of 1.15 students per car, whereas 451 vehicles entering would mean an average of 2.3 students per car. The latter seems very high...?

Below Table 5.3 is a comment regarding pass-by trips, shared travel etc. Please confirm whether any reductions have been made for this.

Para 6.2 notes it is “highly recommended” to link the existing shared path networks on Selwyn Road (school side) and Springston Rolleston Road (opposite side) to the school site. Please advise as to the responsibility for providing this connection.

Para 6.2 also notes the provision of a Kea Crossing. Again, please advise of the responsibility for implementing any works associated with this.

Para 6.4. Given that NPS-UD has now removed parking ratios, please comment on the number of on-site spaces that will be provided and whether a parking ratio will form part of the designation conditions.

Para 6.5. Since having a pedestrian access onto Springston Rolleston Road is not appropriate, will this be prohibited through the designation conditions?

Para 7. The traffic model is stated has having been set up with Selwyn Road being the main access. However para 6.5 says that “the main entrances to the school which will cater for the largest traffic volumes would be recommended to be on Selwyn Road or Hungerford Road”. If that’s the case, has a scenario been tested assuming Hungerford Drive to be a main entrance?

Para 7. Please can further details be provided of the new school travel model. If it is relied upon, but has not been subject to testing (or indeed publication) then can it be considered to be reliable?

Para 7. Has the primary school arrival data been applied to the high school? If so, what basis has been used for assuming that the patterns of primary school and high school trips are the same?

Appendix A. One feature of any area-wide transport model is that this will inevitably divert traffic away from congested areas. Looking at the first table:

- The scenario tested is 65% of trips using Selwyn Road
- Earlier in the ITA, it is noted a 2,500 high school will generate 1,026 trips (factoring table 5.4), the 300-student primary school generates 164 trips and the ECE generates 70 trips. Thus 1,260 trips total.
- 65% of this equals 819 trips
- The modelling shows that in the 2028 base + school, Selwyn Road carries 928 vehicles (two-way). Of these, 819 vehicles must be associated with the school, meaning that 109 vehicles are passing traffic.
- However the 2028 baseline shows that without the school, Selwyn Road carries 674 vehicles (two-way). Consequently, 565 of these existing vehicles must divert to use an alternative route (this then leaves 109 vehicles, to which the 819 school trips are added, making the 928 vehicles seen)
- Is it likely that 84% of traffic on Selwyn Road would divert onto other routes?

Appendix A

- At the main school access - it is assumed that the baseline traffic relates to the expected 161 residential lots (but note comments above in respect of this)
- Thus the traffic flow on the school access under the ‘with schools’ scenario simply equates to the traffic generation of the school, which is a total of 699 vehicles (181+114+198+206).
- However the trip generation previously calculated suggests that this should be 819 trips.
- Please clarify the reason for the difference, noting that this is simply traffic turning into and from the school, so intuitively the modelled figure should be similar to the previously-calculated figure.

Noise

It is acknowledged that the Council has previously accepted the management of noise from school designations through specific conditions. However, it is considered that the co-location of a secondary and primary school, an ECE and a Hangarau specialist teaching space may create a different noise environment, and potentially cumulative effects. With this in mind, the Council has engaged Acoustic Engineering Services to peer review the application. Should any further information be required, this will be requested in due course.

Urban Design

Gabi Wolfer, Senior Urban Designer, has reviewed the proposed designation. Any further information requirements can be discussed in the meeting on Tuesday 21st June.

Written approval of affected parties

Please be advised that the provision of the additional information may result in the identification of additional affected parties. I will inform you of any additional parties as soon as possible.

Process from here

You must respond in writing to this request before the 7 July 2022 and do one of the following:

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

Please note that if you decline to provide the information requested we will be obliged to publicly notify the NOR.

Once the Council is satisfied that it has adequate information, a report will be finalised to consider and make a recommendation on how to deal with your request.

Please contact me on (021) 262 0271 or jane.anderson@selwyn.govt.nz if you have any questions.

Yours faithfully



Jane Anderson

Consultant Planner