

30 May 2024

Selwyn District Council
c/- Jacobs

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

Attention: Andrew Henderson

By email: Andrew.Henderson@Jacobs.com

Dear Andrew,

**RC245009 - PROPOSED CHURCH
999 GOULDS ROAD, ROLLESTON**

1. Further to our correspondence, this letter sets out our review of transport information provided for the proposed Church at 999 Goulds Road, Rolleston. This information includes:
 - a. Assessment of Environmental Effects and associated application plans;
 - b. Carriageway Consulting *Additional Parking & Access Assessment*, dated 30 November 2023; and
 - c. Carriageway Consulting *Response to Council Request for Further Information*, dated 07 May 2024.
2. As an overview of the transport elements of the Application, it is proposed to:
 - a. Establish a Church with an auditorium capacity of 350 people, plus a nominal foyer capacity of 155 people (assumed 505 people maximum capacity);
 - b. Provision of 113 car parking spaces; and
 - c. Two site accesses to Goulds Road.
3. The overall activity status of the proposal is understood to be Discretionary and the following sets out our review of the information provided under the broad headings of:
 - a. Parking;
 - b. Site access and internal arrangements; and
 - c. Wider transport network effects.
4. Our recommendations with regard to Conditions of Consent are set out toward the end of this letter.



Cycle Parking

10. The activity requires 19 cycle parking spaces (17 visitor plus two staff), based on a capacity of 505 people. The layout includes provision of ten cycle stands, although the layout of these is unclear. We also note that the Transport RFI response suggests that provision of seven 'hoops / staples' will be sufficient to effectively comply with the District Plan requirement based on 350-person capacity of the main auditorium.
11. We agree with this and have suggested a condition to this effect at the end of this letter.

Site Access & Internal Arrangements

Vehicle Access

12. The transport reporting indicates that both accesses will be two-way (i.e. both ingress and egress), whereas the plans provided with the Application indicate that the southern access is egress only and the northern access is ingress only (i.e. both one-way). We have assumed that the accesses will both operate as two-way, which will be discussed further in paragraph 15.
13. The information provided in the Transport RFI response included an assessment of the access operation on the basis all traffic uses only one access. That indicates that the access will operate acceptably, so we are satisfied that the vehicle accesses will generally be operate satisfactorily.
14. Have not seen details of signage or landscaping proposals. We have a concern that visual obstructions around the access could obscure drivers (exiting the site) from seeing passing pedestrians. As such, we consider there would be benefit in limiting the height of landscaping and signage to the northern side of the accesses. We have suggested a condition to this effect toward the end of this letter.

Internal Circulation

15. The Application plans include a series of internal line-marking arrows, including at the ends of aisles and at the accesses. These lead to a potential situation where drivers would need to circulate back to Goulds Road and re-enter the site if the parking aisle they chose was full.
16. We consider that the internal directional line-marking should be removed, allowing for two-way travel within the site. This would be supported by two-way vehicle accesses and would avoid drivers needing to circulate back to Goulds Road to find on-site car parks.

Pedestrian Access

17. The site layout does not currently provide pedestrian access to Goulds Road. We expect that use of the site by the community would lead to pedestrian demands on the access, which would be best accommodated with a dedicated facility. As such, we recommend that a footpath be provided at the northern access that links to the main building entrance.



Wider Network Effects

Traffic Generation

18. The traffic generation of the proposed activities has been estimated as being in the order of 76 to 116 vehicles per hour associated with the Sunday services. We would expect there to be ample capacity on Goulds Road at these times to accommodate this traffic, as Sundays are typically outside of peaks times of the transport network.
19. Although no estimates have been provided of traffic generation during the weekday PM peak, the Transport reports identify that the number of people attending activities at these times will be low (noting no weekday services are proposed). Again, we expect this traffic to be accommodated by the surrounding transport network.
20. An assessment has been provided for the traffic generation associated with potential conferences. This assessment was based on a potential 350 person conference with an assumed traffic generation of 154 vehicles over a 30-minute period. The intersection modelling (of the access) and discussion of the adjacent road network again indicate that this can be accommodated.
21. Overall, we are satisfied that the traffic likely to be generated by the proposed activity can be accommodated by the surrounding network.

Goulds Road Upgrade

22. The existing site frontage to Goulds Road is formed to a rural standard and lacks footpath and kerb and channel on the western side of the road (i.e. immediately adjacent to the site boundary). The area surrounding the site is emerging residential land and it would typically have been expected that this site would upgrade the road frontage (to the centre line) to provide an urban standard.
23. The Transport RFI confirms that the proposal includes upgrading the Goulds Road frontage to the relevant urban standards and we suggest a condition is included to ensure this occurs.

Rufus Street (DEV-RO3 ODP) & Pedestrian / Cycle Connection

24. The Outline Development Plan for DEV-RO3 illustrates an indicative road that will form an extension to Rufus Street running along the western boundary of the Site. **Figure 2** (below) illustrates the existing formation of Rufus Street and it can be seen that the existing development pattern to the south has allowed for half of the Rufus Street continuation on the sites that front East Maddisons Road, with the assumption that development of the sites fronting Goulds Road will provide the other half.

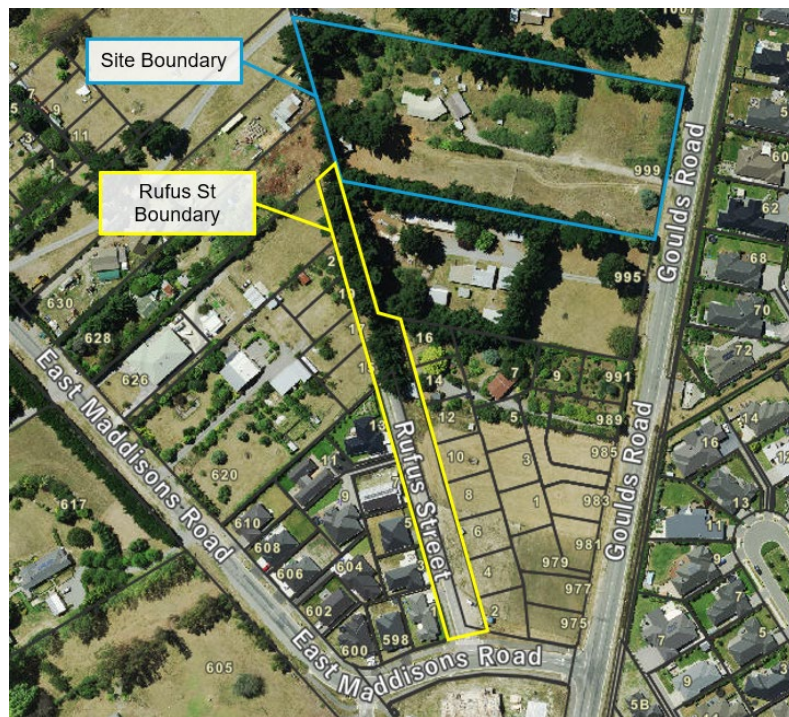


Figure 2: Rufus St Boundaries

25. The proposed development does not include provision for the Rufus Street extension, although the proposal is not subdivision. We also note that the development proposal does not include development within the area that would be expected to be road, so the development does not preclude the ability to construct that road in the future (should subdivision occur).
26. The concern we have is that not providing the road corridor has the potential to frustrate development of adjacent land. There is also potential that the proposed Church reduces the likelihood for further development of the Application site, such that the road corridor is not provided for some time.
27. We are not aware of there being a mechanism by which Council could insist on the land for the road corridor being provided through the Resource Consent process. That said, the preference is that the area of future road corridor be surveyed off by Council and vested, although we understand it could be made available to the Applicant until such time as it is required for the formation of Rufus Street (i.e. when adjoining development progresses).

Recommendations & Suggested Conditions

Recommendations

28. The proposed mobility arrangement leads to all mobility users needing to either travel along or cross a parking aisle (see paragraph 9). We recommend that the Applicant seeks advice to satisfy themselves that the layout will be supportable at the Building Consent stage to avoid needing to vary the Resource Consent.

Conditions

29. In light of the above review, the following Conditions (or similarly worded conditions with the same intent) are recommended. In our opinion, there would be value in receiving an updated site plan so the majority of these requirements are clear to the Consent Holder (as to what is required) and / or Compliance Officer visiting the site:

- a. The area identified for additional car parking in Figure X shall be formed such that it can accommodate intermittent car parking associated with large events, such as conferences. This shall include providing a level trafficable surface (albeit potentially grassed) with a means of access (such as kerb drop-down). This area shall be made available at times when it is expected that the capacity of the permanent car parking will be exceeded.

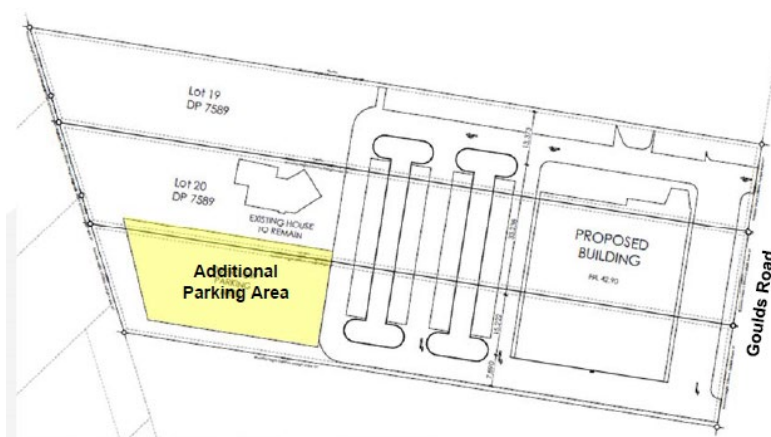


Figure X: Additional Car Parking Area

- b. Prior to opening, the activity will provide seven hoop / staple style cycle parks that comply with the District Plan layout requirements. These are to be provided as close to the building access as is practicable;
 - c. The landscaping at the site accesses is to provide clear visibility above 0.5m height for the following splays at the vehicle accesses:
 - i. Northern access: A triangular splay of 2m along the road boundary by 5m into the site to the immediate north of the access; and
 - ii. Southern access: A triangular splay of 2m along the road boundary by 3m into the site to the immediate north of the access.
 - d. The internal parking aisles are to be marked to accommodate two-way traffic. The accesses are also to be marked to accommodate two-way traffic;
 - e. A pedestrian access be provided adjacent to the northern vehicle access to link toward the main building entrance.
30. Subject to the above amendments being undertaken, we consider that the transport effects of the proposed activity are acceptable and less than minor.
31. We accept that there does not appear to be a mechanism for Council to require the land for the Rufus Street extension, although we would encourage the Applicant to liaise with



Council to seek a solution to this matter to ensure ongoing development that is consistent with the ODP for this land is not frustrated.

32. We trust this letter satisfactorily sets out our review of this proposal, but please feel free to contact the undersigned if you have any questions regarding this matter.

Yours sincerely,

Novo Group Limited

Nick Fuller

Principal Transport Engineer

D: 03 972 5714 | **M:** 021 997 419 | **O:** 03 365 5570

E: nick@novogroup.co.nz | **W:** www.novogroup.co.nz

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