

Our Reference: RC195114 / 190528075193
Valuation Reference: 2159203100

28 May 2019

Christchurch Motor Group Ltd
C/: Kim McCracken
McCracken and Associates Limited
P.O. Box 2551
CHRISTCHURCH 8141

Dear Sir,

SECTION 92 – REQUEST FOR FURTHER INFORMATION

Christchurch Motor Group Ltd – 29 Southbrook Road and 32 Coronation Street, RANGIORA

Thank you for your application. I have made an initial assessment of the proposal. In order to continue to process the application, I require the following information:

Street Trees

- It is noted street trees are being removed in Coronation Street and Southbrook Road. (see policy statement 4.6 on attached *Waimakariri District Council Street and Reserve Trees Policy*) Council as the asset manager do not want any street trees removed or damaged.
- The type of street trees being removed/damaged shall be noted on the landscape plan and the removal/damage approved in writing by the Rangiora Community Board and Recreation Manager (Grant MacLeod).
- An application letter will be required to remove/damage trees and be sent to the Community Green Space Manager (Grant MacLeod). This letter needs to specifically request approval for the works/removals, reasons they're required and the proposed mitigation measures should all be clearly stated.

Plans

- The calculation of the two pylon signs area is incorrectly stated as 10.5m² and should read 8.75m² each.
- Is there to be fencing proposed along the road frontage boundary of Southbrook Road and Coronation Street or between 29 Southbrook and 27 Southbrook Road. If so could you please show it on the plans and assess under point 18 of the Assessment of Environmental Effects.
- Please show an easement table on the site plan showing the creating of a Right of Way Easement showing the servient and dominant.

Landscaping

- It is Council's preference that the landscaping strip along the road frontage is 2m in depth in order to provide adequate screening and privacy to the Business Activity.

Consultation

- Point 81 of the Application states that Southbrook Primary School has been consulted with and the applicant was planning to consult with adjoining neighbours. Is there any evidence of this consultation and if so would you please provide any documentation of such.

** Drop ins for public consultation.*

Preliminary Site Investigation

↳ and letter drop around neighbourhood.

- A preliminary site investigation (PSI) is required for the site as the existing building may contain asbestos products.

** PSI or DSI to be done after consent as a condition. - Also Flick to Steve*

Stormwater

- The applicant has not addressed how stormwater from adjoining properties may be affected by works on the site. For example earthworks that may dam existing surface flow paths causing flooding effects on neighbouring properties.

↑ ECan.

Flood Mitigation

- The report has no discussion on flood mitigation. If the standard conditions requiring earthworks for the site to be graded to the street be acceptable to the applicant?
- The site is affected by the 0.5% Annual Exceedance Probability Ashley Break out flood modelling.
An Assessment of Environmental Effects (AEE) assessment is required for the effects. Environment Canterbury have a service on their web site where additional information can be sourced.

Traffic

- Reversing onto Southbrook Road

Section 3.4 of the Integrated Traffic Assessment (ITA) indicates that delivery vehicles "...will use the sales aisle ways/display yard area mostly." Vehicles parked in spaces 14-17 and or vehicles on display may limit the ability of delivery vehicles and vehicles using parks 12-17 to turn around and leave the site frontwards. Some of these vehicles may therefore reverse out of the site onto Southbrook Road across the footpath.

Can the applicant please confirm that adequate space will be kept clear of displayed or parked vehicles to enable vehicles to complete a 'U' turn at the southern end of the site?

- Accessible Parks

Section 3.4 indicates that the four parking spaces along the southern boundary of the site, and parallel with the aisle way, "could be used for accessible parking for disabled drivers if needed." These parks are located immediately adjacent to the Right of Way for the adjacent property. The perspective drawings suggest a picket fence along the edge of the right of way.

These accessible parks would not be able to be used by passengers of vehicles parked

here. It is acknowledged that the District Plan only requires one accessible park, and that this is provided adjacent to the service entry (parking space No 11).

The site plan shows a paved, or tiled area at the service entry at the back of the accessible park. The elevations and perspective drawings show a cantilevered canopy over the service entry paved area.

There also appears to be limited inter-visibility between drivers of vehicles parked in the accessible park and pedestrians leaving the service entry door. This results in a risk of vehicles leaving the accessible park reversing into pedestrians leaving the service entry.

Can the applicant please:

- Confirm that vehicles will be readily able to enter and leave the accessible park across the paved area at the service entry?
- Indicate how vehicles entering and leaving the accessible park will be separated from pedestrians entering and leaving the service entry door?

- Delivery Vehicles

Section 3.4 suggests that loading bays are not proposed as large trucks are not expected to be used for deliveries to the site, and that delivery vehicles will use the *"sales aisle ways / display yard area mostly or the servicing parking area"*.

In the Traffic Engineer's experience, deliveries to many businesses in Rangiora are done by carriers operating larger trucks as part of a wider run through North Canterbury. I therefore consider it likely that larger trucks will be used for deliveries of bulk oil and other consumables to the site.

It is unlikely that a larger truck will be able to conveniently turn around in the sales aisle ways / display yard. Trucks reversing into or out of the Southbrook Road access across the footpath are likely to pose a significant safety issue. However, it appears that trucks are likely to be able to enter via one of the Coronation Street accesses and leave via the other one without needing to reverse at all.

Can the applicant please:

- Provide swept paths to show that an 11m rigid truck is able to enter and leave the workshop area using the Coronation Street accesses?
- Confirm that deliveries will be able to be completed from the aisle way adjacent to the workshop?

- Cycle Parking

Section 4.1 indicates that the cycle parking will be covered. However, the site plan does not indicate covered cycle parking.

Can the applicant please confirm that the cycle parks will be covered?

- Parking Provision

The parking assessment table in section 4.1 accounts for 10 customer cars in the workshop or parked on site at any one time. This is made up of 6 cars in the service or wash bays, and 4 cars either waiting to be serviced or waiting to be picked up. In the Traffic Engineer's experience with having his own personal car serviced is that he tends

to drop the car off on his way to work in the morning, leave it all day, and pick it up on his way home.

Can the applicant please provide some evidence to support the average duration that cars are left before and after service?

- "Stacked" Parking

Section 4.1 states that *"If the workshop is extremely busy with longer term servicing tasks and more customers cars need to be parked on site then staff cars could be stacked in the area on the western side of the workshop. Stacked parking does not present a problem in this environment because the staff have access to all of the car keys and can shuffle any vehicles as necessary."*

Vehicles stacked behind car parks 1-3 are likely to block the western access to Coronation Street and the western workshop bays. This is likely to cause significant inconvenience, and is unlikely to happen.

There is however a 4m wide strip west of the workshop, and south of car park 3. This strip could accommodate 1, or at a pinch, 2 cars. 2 cars parked at this location may block the pedestrian door at the west of the workshop.

Can the applicant please confirm if they intend to stack parked cars in the space west of the workshop or behind car parks 1-3?

Further, can the applicant please confirm that, if vehicles are proposed to be parked to the west of the workshop, then these vehicles will not affect fire egress from the workshop?

- Vehicle Crossing Separation

Section 4.2 identifies that the separation between the proposed western vehicle crossing on Coronation Street and the existing one for the adjacent properties is non-compliant. However this is not considered a significant non-compliance given the low traffic volume and low pedestrian numbers.

The purpose of this rule in the District Plan is to prevent situations where there is a length of kerb between vehicle crossings which may appear long enough to park a vehicle, but which may result in a parked vehicle hampering access to one or other of the adjacent vehicle crossings. Given the demand for parking on Coronation Street, particularly at school start and finish times, this is likely to be an issue in this location.

Can the applicant please confirm the width of all vehicle crossings at both the property boundary and kerb crossing?

It is recommend that parking be prohibited between the two vehicle crossings.

- Southbrook Road Landscaped Kerb Build Out

Section 3.2 indicates that it is proposed to remove the landscaped kerb build out on Southbrook Road. Jon Read has indicated the concerns that the Greenspace team have with removing the tree in the build out. There is also a "School Zone" sign in the kerb build out.

Can the applicant please provide a drawing showing the location of the kerb build out, existing tree, and "School Zone" sign in relation to the proposed vehicle crossing?

This information is necessary to assess the application in further detail and undertake the

correct assessment for access, parking, loading and traffic effects as well as assessing any effects from flooding, landscaping and contamination.

Section 92 of the Resource Management Act 1991 allows Council to ask for more information to better understand your application. Recent amendments to Section 92 of the Resource Management Act 1991 requires the applicant who receives a request under section 92(1) must within 15 working days from the date of request either,

- (a) Provide the information;
- (b) Inform the Council through a written notice that you agree to provide the information;
or
- (c) Tell the Council in writing that as the applicant you refuse to provide the information.

If the requirements set out above are not completed within the 15 working day timeframe, the Council will continue to process the application based on the information provided. A possible consequence is that the application may be declined on the basis that insufficient information was provided.

If you have any questions regarding the above, please do not hesitate to contact me on (03) 311-8900.

Yours faithfully,



Samantha Kealey
INTERMEDIATE PLANNER