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19 September 2019

The Planner
Plan Implementation Unit
Waimakariri District Council
Private Bag 1005
Rangiora 7440

Attention: Samantha Kealey (by email only)

Dear Samantha,

Re: RC195114 - 29 Southbrook Road/32 Coronation Street

We refer to your request of the 18 May and respond (and apologies) as follows. We would note at the outset that there are now two site layout options and both will form part of the amended consent and the updated TIA. The amended plans and TIA are attached to this response and a fully amended version of the consent document will be forwarded.

Street Trees

- No street trees are now being removed (refer amended plans). An access/egress has been removed from Coronation Street ensuring retention of 'that' tree and a change is being made to the access point on Southbrook Road to retain the greater part of the street planting island and the tree. A change is sought to the profile of the island (no relocation of the tree) which will mean shortening the island by 3m at the south end and extending the island by the equivalent length on the north end as per the amended application plans. The kerb (south end) will still be more than 5m from the tree trunk. I believe that was the guideline given by the Green Space Manger. A separate letter and the plan is being sent to the Greenspace Manager.

Plans

- Pylon sign (m^2) area is corrected
- Fencing – acoustic fencing is provided along the boundarires with 26, 30a/b Southbrook Road and this is identified on the plans and assessed in Annexure F. An acoustic fence of 1.8m in height is also proposed along part of the Coronation Street frontage of the application site (Option 1). This fence could also be placed on Option 2.

- The draft Easement provisions are shown on both site plans. The legal documentation will not be drawn up until and unless consent is granted. A table showing the servient and dominant parties is on the site plan.

Landscaping

- The landscape strip is 2m wide along the Soutbrook Road frontage and 1.5m wide along the Coronation Street frontage (Option 2). On Option 1 (which provides for more on-site car parking), part of the landscape strip on Coronation Street is replaced by a 1.8m high acoustic fence and planting along the street side base of that fence.

Consultation

- There have been several meetings with the Southbrook School and two drop in sessions were advised to the local community as well as an invitation for individual consultation if sought by any party. Consultation has also been undertaken with the owner/operator of Rangiora Mazda.

Preliminary Site Investigation

- It is not proposed to do a PSI on the existing garage building prior to any decision on the application. What we propose (after consultation with Environmental Engineering Consultants, Engeo Ltd) is that a condition be placed on any consent to the following effect.

  That prior to any development taking place on the site a demolition survey of the existing building on the site will be undertaken by a qualified asbestos surveyor including soil sampling for asbestos within a 3m wide perimeter around the existing building. The survey will be undertaken by Engeo Consultants Ltd and the results forwarded to (appropriate Council Manager). If asbestos is found to be present a management plan will be provided for Council approval before any material is excavated or removed from the site.

- We note that no such requirement was placed on the previous consent (RC185009 Freelance Cant. Ltd) and would simply ask to be treated in the same manner. This condition has been offered up in the applicants draft suite of conditions to the resource consent, should consent proceed.

Stormwater / Flood Mitigation

- Kerr and Partners have responded to the above and that response is attached to this reply and now included as an additional Annexure in the amended (updated) application.

- The standard conditions are acceptable. We note that the FL approved for RC185009 and are happy to accept that.

Traffic (Page reference are to the updated TIA)

A fully amended and updated TIA assessment has been undertaken following both the Council RFI enquiries and the changes to the site layout. The amended TIA now forms part of the amended Resource Consent Document and is dated August 2019. It should be noted that there are two site layout options.

- **Reversing onto Southbrook Road**
  There will be no reversing on or off the site. This is addressed in the updated TIA (Aug 2019) on page 12, Para 4. In both layouts there is adequate space for vehicles to manoeuvre and

trucks can turn (Refer Fig 2, page 9). As such all vehicles can exit the site in a forward direction.

- **Accessible Parks**
  One accessible park is required and provided in both options. The first comment under the enquiry no longer applies because parking in the display area has changed. There is no fence on the south boundary. Vehicles can pass under the cantilever but are unlikely to need to do so and the paved area is flush with the car park. In terms of interivisibility there should be no issue, with sufficient interivisibility between a driver reversing out of the space and a person using the service entry (page 13, Para 2).

- **Delivery Vehicles**
  No loading bays are proposed (page 10, Para 5). Large trucks (11m) can turn (Fig 2) and leave the site forward. They will not use the Coronation St entrance. There is no bulk oil delivery and most deliveries come by way of "courier" size vehicles. The site does not do major repair work but rather the standard service requirements for vehicles. In addition "new" cars will not be delivered to the site by car-transporter. They will be driven to the site. A condition to this effect is offered in Annexure I.

- **Cycle Parking**
  The cycle parks are covered.

- **Parking provision**
  The majority of cars being serviced on-site are the cars part of the dealership (ie service, prior to sale and thereafter). The district plan parking requirement is met with the advantage of Option 1 being an increase in on-site parking provision (page 15, Para 1-4).

- **Stacked parking**
  No cars are stacked in front of spaces 1-3 in Option 2, (page 15, Para 2) and will not block the fire egress door (page 10, Para 3).

- **Vehicle crossing separation**
  The issue of crossing separation is no longer an issue with only one access point being provided from Coronation Street to the site being in the same location as the existing crossing point.

- **Landscape kerb**
  The Southbrook Road landscape kerb is no longer proposed to be removed but a change is sought to the configuration of the kerb build out. The landscape kerb will be reduced by approx. 3m at the south end but can be extended by the same amount at the north end at the applicant's expense if desired by the Council. The reduced length at the south end will retain a 5m separation between the kerb and the existing tree and the school sign can still be accommodated within the landscape build out (page 7, Para 4).

Regards,

Kim McCracken
Director

13 September 2019

KERR + PARTNERS

McCracken & Associates Limited
P O Box 2551, Christchurch, 8140

By Email: office@rgmc.co.nz

Dear Kim

PROPOSED COMMERCIAL DEVELOPMENT 29 SOUTHBROOK ROAD

STORMWATER AND FLOOD RISK ASSESSMENT

Introduction

This letter summarised our assessment of stormwater and flood risk matters related to the proposed development of 29 Southbrook Road for commercial uses and responds to the questions raised by Council in response to the resource consent application.

Stormwater and local surface water management

The site naturally grades from west to east and towards Southbrook Road, and adjacent properties will shed runoff across this land when rainfall is in excess of the existing piped systems.

The site development should not prevent this natural drainage path and retain the ability of surface flow from adjacent sites to continue to be conveyed to Southbrook Road and/or Coronation Street via the carparking and access strips.

The proposed site plan (refer attachment A) provides for surface flow from adjacent properties to continue and the proposal adequately addresses local surface water management.

Noting the recommendations regarding fluvial flood risk below, appropriate floor levels and site design in accordance with the provisions of the Building Act will be sufficient to manage this issue. In effect this means:

- a standard condition requiring earthworks on site should be graded to the street would be suitable; and
- a standard condition requiring flow paths to be provided from western properties through the site would be suitable.

On this basis, local stormwater and surface water would be appropriately managed.

Assessment of Effects: Flood risk from Ashley/Rakahuri River break out

The site is subject to medium flood risk from a break out of the Ashley/Rakahuri River as shown in the adjacent diagram from the Waimakariri District Council Flood Hazard Map[1].

This shows a forecast flood depth of 340mm over the site, being a reduced level of approximately 19.34m (east boundary) to 19.69m (west boundary) based on LIDAR derived survey levels

With a free board of 250mm, a minimum floor level of 590mm above existing ground level should be established to provide adequate flood protection for properties.

It should be noted that the works would have a minor disruption on the flow path however would divert flow paths into Coronation Street and so would have a minimal but beneficial effect on water levels on private property.

On this basis, the effect of the development on flood hazard would be appropriately managed.

Yours sincerely

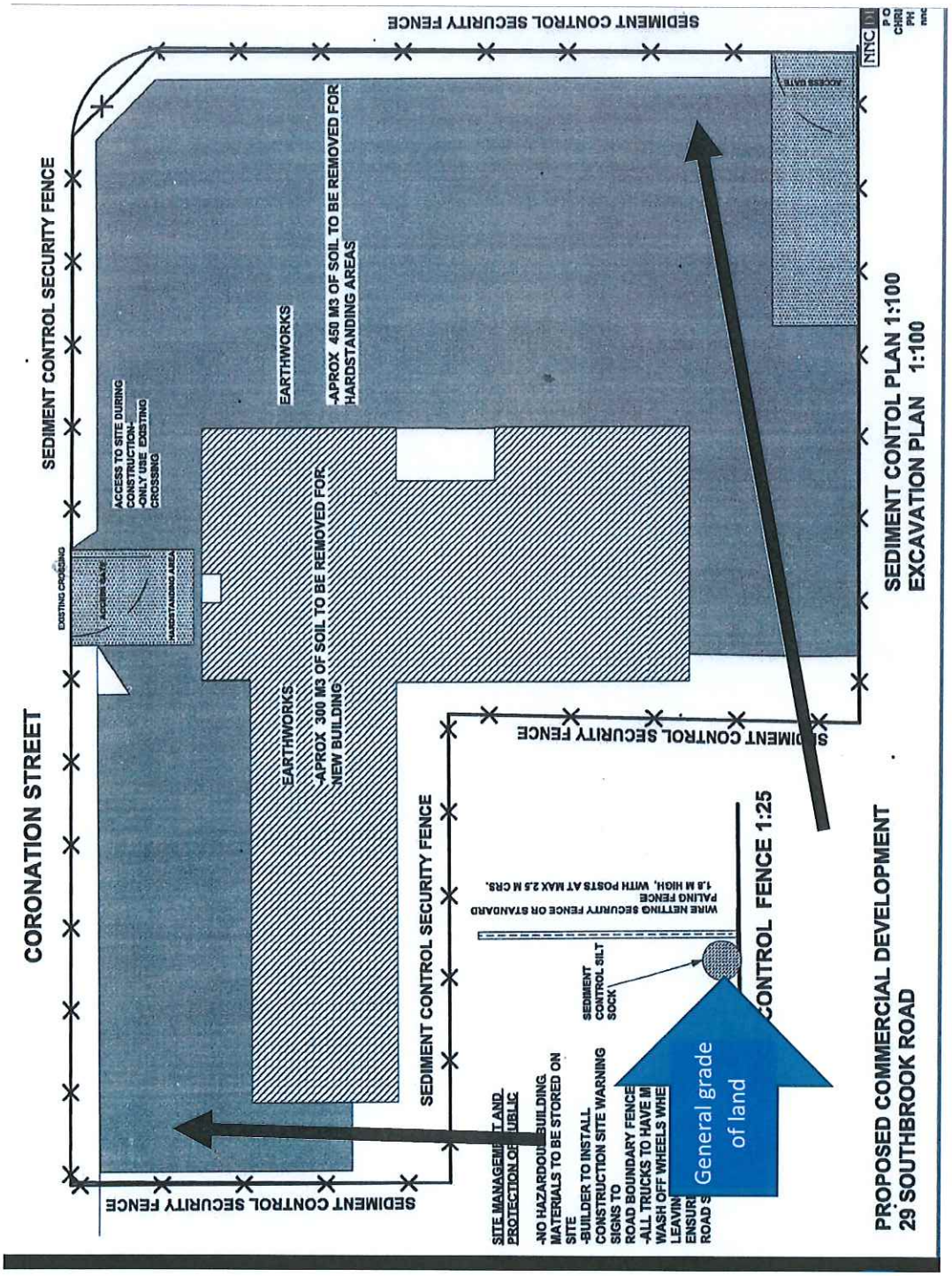
Rob Kerr

Director

Attachment A: Surface water flow paths

[1] Accessed 6 September 2019

Attachment A: Surface Water Flow Paths



TP Consulting

Proposed Commercial Development
29 Southbrook Road

Resource Consent Application
By Christchurch Motor Group Ltd

Integrated Transportation Assessment Report

August 2019

Table of Contents

1. Introduction

1.1 General

This Integrated Transportation Assessment (ITA) report has been produced to accompany the application for resource consent for the development of a commercial development at 29 Southbrook Road. This report is an update of the earlier report produced in April 2019. It reflects changes to the site design and the requests for further information from the Waimakariri District Council. The application is for a car dealership and a related car servicing facility which includes a workshop and vehicle parts store.

The application site is located within the Residential 2 zone. Part of the site was previously used for vehicle repairs and sales. There is an existing car dealership on the property immediately south of the site which was granted consent to operate partially within the residential zone. It is noted that the decision on the previous application for the proposed site stated that "the district plan anticipates non-residential activities" within this zone. However the current proposal is for a discretionary activity partly because of expected traffic effects. Under Rule 31.23.1 of the Waimakariri District Plan, an activity in the Residential 2 zone is regarded as discretionary if it requires two or more parking spaces.

The resource consent application is being submitted on the basis of access being provided by the existing transportation network as there are no committed future projects that affect the operation or the traffic effects of the proposal.

Resource consent applications have been submitted for the site previously. One was for a service station but only the latest which was for a pre-school and a retail outlet/café, has been referenced in this report. That is because it was granted consent with similar access arrangements but with considerably greater traffic effects than the current proposal.

The decision on that application (RC185009) was issued on 26 September 2018. Accordingly the adjudication on the transportation effects addressed at the hearing can be applied to this application where the issues are similar. The ITA which supported that previous application was based on 2016-17 traffic data which is considered to be appropriate still for assessing the current application particularly given the significantly lesser traffic effects associated with the current proposal.

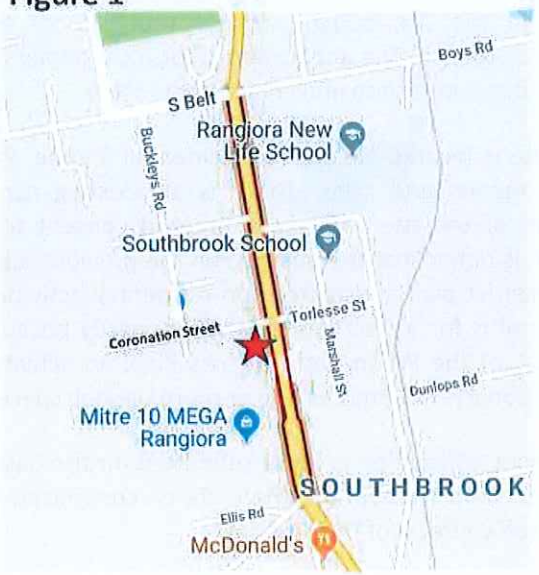
1.2 Site Location in the Road Network

The site for the development is located on the south west corner of the Southbrook Road/Coronation Street/Torlesse Street intersection in the Southbrook urban area which is the southern extremity of Rangiora. It consists of two existing properties, 29 Southbrook Road and 32 Coronation Street.

The star in Figure 1 shows the site location relative to the road network in Southbrook. Southbrook Road is a "Strategic Road" as defined by the District Plan and provides a link in the main route between Rangiora and Christchurch. It also provides access to the major retail and industrial areas at the southern end of Southbrook Road.

The site is approximately 1km north of the urban boundary and 2km south of the centre of Rangiora. About 250m south of the site there is a traffic signalised cross-road intersection on Southbrook Road that provides access for major retail/commercial sites on both sides of the road. About 500m to the north along Southbrook Road another traffic signal installation has been constructed in recent years at the South Belt/Boys Road intersection to replace the previous roundabout.

Figure 1



The side roads along the southern section of Southbrook Road like Coronation Street and Torlesse Street provide a very localised access function as the urban area on both sides has limited depth being restricted by a reserve on the west side and the main trunk railway to the east. Torlesse Street provides the main access to Southbrook primary school. Denchs Road, the next road to the north on the east side of Southbrook Road, provides access to the New Life school. The few roads that run parallel with Southbrook Road also have very limited connectivity and therefore do not provide significant alternative routes to Southbrook Road.

2. Existing Traffic Environment

2.1 Road Network

All roads in the vicinity of the applicant's site have a speed limit of 50km/hr. All have street lighting, sealed carriageways and kerbs with flat channels. Cut-downs are provided at driveways and pedestrian cut-downs are provided at the adjacent intersection.

Southbrook Road has a 20m wide road reserve with a 14m wide carriageway that provides for a single traffic lane and an on-road cycle lane in each direction as well as kerbside parking on both sides. There are also footpaths on both sides of the road. The site has only one driveway vehicle crossing along its frontage to Southbrook Road which is about 30m from the Coronation Street intersection.

Coronation Street is classified as a local road in the District Plan. It connects to Southbrook Road from the west and has a 20m wide road reserve with a 9m wide carriageway that consists of a single traffic lane in each direction and kerbside parking on both sides. There is a footpath on the north side only. On the south side there is a 5m wide grass berm which is well used by pedestrians and/or cyclists judging from the "track" that has been worn in the grass between the Southbrook Road corner and the first vehicle crossing in Coronation Street.

There are three existing vehicle crossings in Coronation Street within the frontage of the site. The one which provides access to 29 Southbrook Road is about 35m from the Southbrook Road intersection. There are two which provide access to 32 Coronation Street. One is about 6m from the driveway to 29 Southbrook Road and the other is at the western boundary immediately adjacent to two other driveway crossings to the west.

Torlesse Street is also a local road and connects to Southbrook Road from the east directly opposite Coronation Street forming a cross-road intersection. The Torlesse Street road reserve is 20m wide containing a carriageway that is approximately 14m wide with a single lane in each direction and kerbside parking on both sides. There are footpaths on both sides.

Southbrook Road has priority over Coronation Street and Torlesse Street at their intersection with both Coronation Street and Torlesse Street controlled by compulsory stop provisions. There is a road hump at the stop line in Coronation Street across the full carriageway to "calm" traffic movements to (and from) the local residential area that gains access from Coronation Street.

No stopping dotted yellow lines have been provided along Southbrook Road at the intersection on both sides of Coronation Street and Torlesse Street. These are approximately 10m long to stop vehicles parking close to the intersection and obstructing inter-visibility between vehicles exiting from the side roads and vehicles travelling along Southbrook Road.

There is a Kea pedestrian crossing of Southbrook Road provided between Torlesse Street and Denchs Road for the schools in the area. This has kerb build-outs on both sides of the road to narrow the crossing distance and to maximise visibility by preventing kerbside carparking adjacent to the crossing. The crossing involves the manual operation of stop signs both before and after school hours to stop the traffic flow along Southbrook Road and to allow children to cross the road safely.

The adjacent photo shows the landscaped kerb build-out along the southern section of the Southbrook Road frontage of the site between the existing driveway and the southern boundary of the site. It would conflict with access to the 3m wide right of way along the southern boundary of the site if a vehicle crossing were ever required for that right of way. A dashed yellow line along the build-out ensures no parking currently occurs over that section of the road.

2.2 Traffic Volumes

The 2016 traffic data referred to in the ITA for the previous application for the site indicated a daily traffic two-way volume for Southbrook Road in the order 25,000 vehicles per day (vpd). The peak hour two-way volume of about 2,200 vehicles per hour (vph) occurred in the evening peak. In the evening peak the directional split is 60:40 in the northbound and southbound directions.

In the morning peak the two-way volume on Southbrook Road was about 1,750vph with a directional split of 35:65 northbound/southbound.

Through the middle of the day and extending up to the end of school time, the two-way volume on Southbrook Road in 2016 remained about 1,750vph with a 50:50 directional split. After school the two-way volume increased steadily to reach 2,000vph by 4pm and with a directional split approaching 60:40 northbound/southbound.

Weekend volumes can be very high around Saturday lunch time but it is proposed that the workshop will not be opened in the weekend. The sales facility will be open on Saturday but not on Sunday.

2.3 Traffic Conditions

In the previous ITA, it is noted that the evening peak two-way volume had reduced to about 1,750vph in August 2017 after the traffic signals were installed at the South Belt intersection. This would indicate that the traffic signals are providing more capacity for the South Belt/Boys Road approaches and the capacity for Southbrook Road has been reduced thereby reducing the amount of traffic accommodated in the peak hour. The queueing that results is not uncommon for busy arterial roads at peak times and it tends to lead to regular commuters shifting their time of travel to the shoulders of the peak.

Not only do the traffic signals at South Belt (and at the accesses to the retail sites to the south) allow access to/from those side roads but just as importantly they allow vehicles using other non-signalised side roads (and driveways) the opportunity to access Southbrook Road more efficiently and safely. This occurs through gaps in the main road traffic flow caused by the phasing of the traffic signals (and the Kea crossing operation) or through gaps which are provided out of courtesy by drivers who are already queueing and who understand that waiting a little longer for one car to join the queue does not significantly affect their travel time. The latter effect is known as "reverse priority."

The 2017 surveys recorded delays at the Coronation Street/Torlesse Street intersection in the afternoon school peak and the evening peak periods. They indicated some significant delays for specific traffic movements leaving the side roads for short periods during the school peak but overall the intersection was assessed to be "operating within acceptable ... thresholds."

2.4 Accident History

The New Zealand Transport Agency Crash Analysis System (CAS) was used for the previous ITA to assess all the injury crash records on the roads in the vicinity of the proposed site between

2012 and 2016. The extent of the road network that has been reviewed included all the roads within 50m of the Southbrook Road/Coronation Street/Torlesse Street intersection.

The overview of reported crashes and their locations indicates that the intersection has been "operating safely."

Overall the only noticeable pattern in crashes over the five year period that has been examined is the effect of queues on Southbrook Road causing tail-end crashes. There were three such crashes (two northbound and one southbound) but two did not involve any injuries and the other only involved a minor injury. The only other crash in the area involved a loss of control event that occurred just north of the intersection without causing any injuries.

Accordingly there are no significant existing road safety concerns associated with the road network adjacent to the application site.

2.5 Bus Services

The Rangiora urban area has a relatively limited number of bus services but there is a bus route which uses Southbrook Road as a link to the Christchurch central bus interchange. There are no bus services running down the section of Coronation Street passing the site.

The existing bus route running along Southbrook Road (Blue Line) has a frequency of 10 minutes for trips to Christchurch in the morning peak with a frequency of around 30 minutes for trips for the rest of the day and for all trips in the opposite direction. The service operates between 6am and 11pm.

There is a bus stop on the east side of Southbrook Road about 100m north from the site. The equivalent bus stop on the west side for northbound trips is further north opposite Denchs Road but within 200m of the proposed site.

2.6 Active Modes Facilities

As described in Section 2.1, the section of Southbrook Road passing the proposed development site does have good facilities for cyclists and pedestrians with on-road cycle lanes and footpaths on both sides of the road.

There are no cycle lanes along Coronation Street and cyclists share the road carriageway with motor vehicles because with the carriageway only being 9m wide there is not sufficient width for two cars to pass adjacent to a cyclist when there are parked cars on both sides of the road.

There is no footpath along the southern side of Coronation Street and the pedestrians who use the road walk along the grass berm past the application site.

While there are no specific cycle facilities along Torlesse Street, the carriageway is wide enough that cyclists do have adequate road space clear of traffic paths. Footpaths are provided along both sides of Torlesse Street leading to Southbrook primary school.

At the Kea crossing provided across Southbrook Road about 100m north of the Coronation Street/Torlesse Street intersection through traffic is stopped to allow school children to cross Southbrook Road safely.

3. Proposed Development

3.1 General

Two options are being submitted for the internal site layout proposed for the commercial development of the car dealership on South-West corner of the Southbrook Road/ Coronation Street intersection. However the external vehicular access proposed is the same for both options.

The total site area is 2660m2. The new car sales component of the development consists of a 440m2 showroom and a 1000m2 car display yard with access via a driveway from Southbrook Road along the southern boundary of the site. The sales operation will have six staff and operate from 8.00am to 5.30pm Monday to Friday and from 10.00am to 4.00pm on Saturday.

The car servicing facility will consist of a 245m2 workshop with six bays and a separate parts store. Five of the workshop bays will be dedicated to vehicle servicing while the sixth will be used to wash cars. The servicing area will be accessed via a single driveway rom Coronation Street. The workshop will operate from 7.30am until 5.30pm Monday to Friday.

The proposed facilities will be under one ownership and be operated as two departments of a single entity. This will ensure that the two activities will function in a cooperative and cohesive manner.

3.2 Southbrook Road Access

It is proposed that there will be one driveway for the site from Southbrook Road which will be located at the southern boundary and include the existing right-of-way easement shared with the adjacent property. The driveway and vehicle crossing will be 6.0m wide and operate with two-way vehicle movements into and out of the site. The existing access for the site on Southbrook Road will be removed.

It is noted that for the previous application consent was granted on the condition that the Southbrook Road access be operated inbound only unless no-stopping restrictions were installed on either side of the driveway. The imposition of that ingress only condition is considered to have been unnecessary because the Council are able to install traffic management measures it considers improve road safety with only an obligation to consult with the public. In this case with a much smaller number of vehicle movements expected through the driveway, the need for a similar condition and parking restrictions at all is questioned. Existing commercial driveways in the area which cater for larger traffic movements and existing residential crossings have no such restrictions. Nevertheless the applicant has proposed conditions stipulating no-stopping restrictions on each side of the crossing that achieve the sight distances required for the residential zone and would not oppose the installation of parking restrictions that achieve the sight distances required for business zones.

It is interesting that the previous consent also included a condition that parking be restricted along the south side of Coronation Street between the proposed driveway to the site and the intersection with Southbrook Road. This was presumably for safety reasons relating to visibility

at the driveway even though the District Plan does not require such provision for crossings on local roads. It is also noted that there was no condition restricting use of that access if the parking restrictions were unable to be installed because of the "separate Local Government Act approval process" that was stated as the reason for the condition restricting the use of the Southbrook Road access to inbound movements.

The existing landscaped kerb build-out on Southbrook Road extends partially across the proposed new driveway (and existing right of way). It is proposed that about 3m of the southern end of the build-out should be removed to facilitate the construction of the crossing for the new driveway. The build-out could be extended 3m to the north if the Council wished. The existing sign at the southern end of the build-out which advises of the approach to a school area, will be moved to a location within the southern end of the modified build-out.

Currently there are no-stopping dashed yellow lines around the build-out which will have presumably been approved under the Local Government Act. It is expected that this parking restriction could be retained after the removal of the build-out with no new process being required, to provide about a 11m setback for parking on the north side of the proposed driveway. This would assist with reducing the effect of kerbside parking on visibility associated with the driveway.

It is not normal practice to install no-stopping lines in this way at every driveway in commercial areas and parked cars are considered to only partly affect visibility given the wider driveways and the legal requirement for vehicles to park no closer than 1m from a driveway. However the Council could chose to impose a parking restriction on the south side of the driveway and the applicant would not oppose that action.

3.3 Coronation Street Access

A single driveway is proposed in Coronation Street utilising the existing driveway to 29 Southbrook Road. The crossing will have a consistent 5.4m width between the kerbline and the property boundary. The crossing is about 37m from the Coronation Street intersection with Southbrook Road.

Again the applicant is not opposed to no-stopping lines to improve inter-visibility at the driveway. However this is not required by the District Plan and with the 5m wide berm and the low traffic volume and slow speeds of the traffic using Coronation Street, it is doubted that parking restrictions are needed at all. They are certainly not required all the way from the driveway to Southbrook Road as was conditioned for the previous consent.

The two existing driveways for 32 Coronation Street will be removed.

It is also proposed that a footpath be constructed along the site frontage within the existing grass berm and on an alignment that does affect the existing street trees.

3.4 Internal Traffic Layout

Option 1

Figure 2 indicates the internal layout proposed for Option 1 (and the external access arrangements which will be common to both options). The proposal includes two separate traffic areas on the site, one for the sales activity with access from Southbrook Road and one for the car servicing activity with access off Coronation Street.

Six car parking spaces will be provided in the sales area adjacent to the car showroom which will have access from the Southbrook Road driveway. There will be 13 car parking spaces provided in the area adjacent to the workshops. A total of 19 carparking spaces.

The sales driveway along the southern boundary and the permanent aisle to provide access to the four parking spaces for customers adjacent to the showroom will have a minimum width of 6m. The four spaces for customers will be 2.6m wide and 5m long. The customer parking space closest to the sales entry could be used for accessible parking for disabled drivers if needed. The two parking spaces beside the south side of the sales building will be allocated for staff parking. They will also be 5.0m long and 2.6m wide.

The sales display yard will have a flexible arrangement of car "parking" using non-standard aisle widths and relying on stacked "parking" to accommodate more cars than a regular car parking arrangement. This area is not expected to comply with District Plan parking

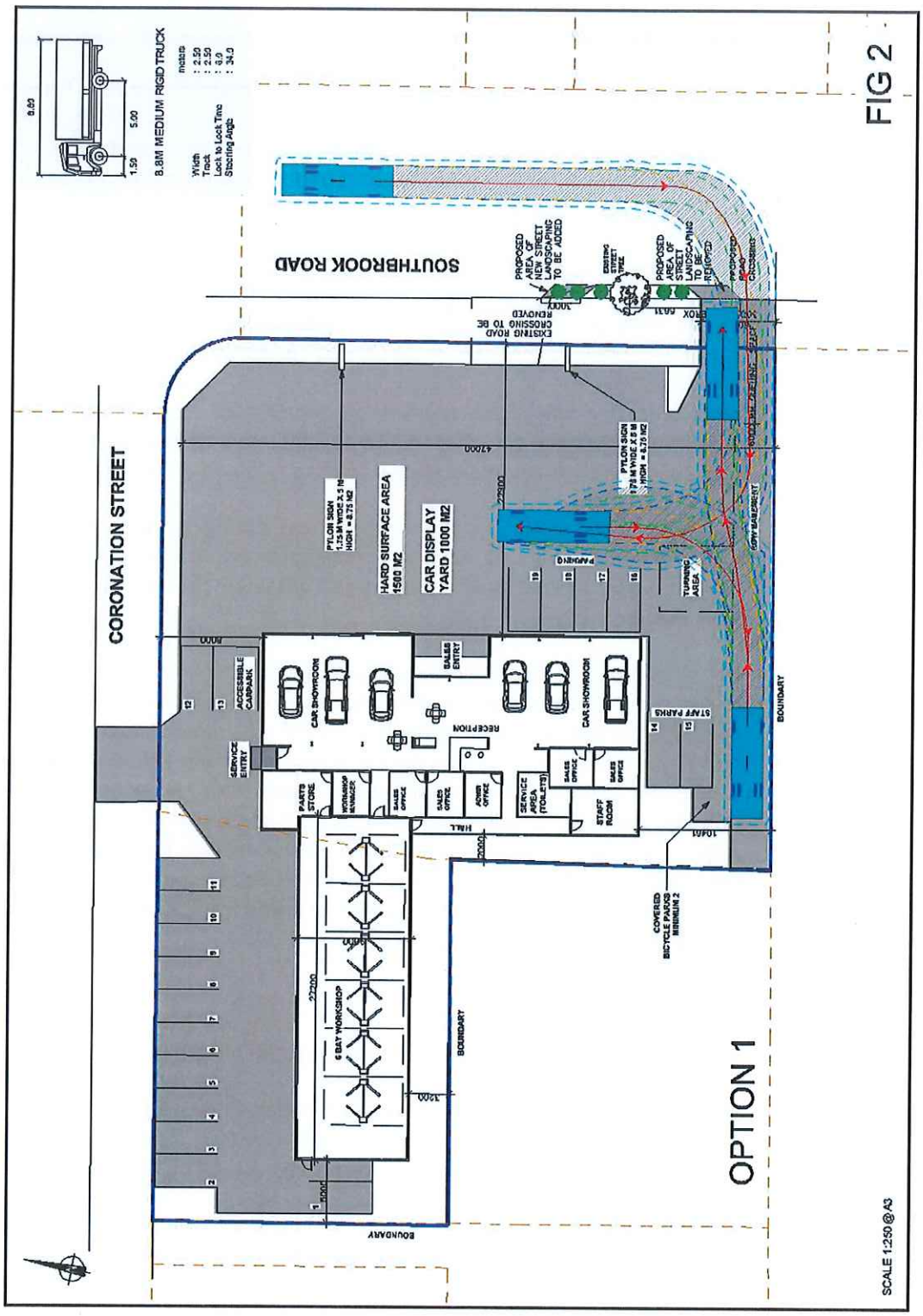


FIG 2
OPTION 1
SCALE 1:250 @ A3
8.8M MEDIUM RIGID TRUCK
SOUTHBROOK ROAD
CORONATION STREET
HARD SURFACE AREA 1500 M2
CAR DISPLAY YARD 1000 M2
PYLON SIGN
PROPOSED AREA OF NEW STREET LANDSCAPING TO BE ADDED
PROPOSED AREA OF STREET LANDSCAPING TO BE REMOVED
EXISTING ROAD CROSSING TO BE REMOVED
PROPOSED ROAD CROSSING
ACCESSIBLE CARPARK
SERVICE ENTRY
CAR SHOWROOM
SALES ENTRY
RECEPTION
STAFF PARKG
PARTS STORE
WORKSHOP MANAGER
SALES OFFICE
ADMIN OFFICE
SERVICE ADVISOR (TOOLS)
STAFF ROOM
HALL
6 BAY WORKSHOP
COVERED BICYCLE PARKS MINIMUM 2
TURNING AREA
BOUNDARY

requirements because it is for cars on sale and is not accommodating customer or staff parking required by the District Plan.

The parking area for the workshop will contain a total of 13 spaces. The one of these closest to the service entry will be configured as accessible for disabled persons with a minimum width of 3.6m. However it is expected that it will be used by others except when a disabled persons car is booked in for a service or unless a disabled person is employed on the site. The remaining parking spaces will be 2.6m wide and 5.0m long.

A maximum of seven spaces will be allocated for staff parking including the space to the west of the workshop building. The latter space will not impede the fire egress door. Any of the staff spaces which are not used by staff on any day will be available for accommodating customers cars if necessary. A minimum of six parking spaces will be allocated for customer cars. (The six workshop bays can be regarded as "parking spaces" in terms of the practical parking demand assessment but this is not required by the District Plan). If more spaces are required for workshop customers' cars then workshop staff's cars could be stacked in front of the proposed staff spaces in the sales area adjacent to the south side of the showroom.

The parking area will have aisle widths that are about 6.2m wide. This width is provided for the common manoeuvre area available for the workshop bays and for the parking spaces aligned at right angles to the street boundary in Coronation Street. The other parking spaces will all have greater manoeuvre areas.

No specific loading bays are proposed as large trucks are not expected to be used for deliveries to the site. It is expected that delivery vehicles will only be on-site for a short stay and that they will use the sales aisleways/display yard area mostly. Some small delivery vehicles may find it more convenient to use the car servicing parking aisle area. In both cases the vehicles will be able to turn on site so that they can both enter and exit the site in a forward direction. In other words there will be no need for reverse manoeuvres either to or from the frontage streets. See Figure 2 for an illustration of how a medium rigid truck will be able to turn within the sales area and the right-of-way easement. Such delivery vehicles will be unloaded within the display yard aisle clear of the right-of-way and the "turning area" associated with access to the adjacent property to the south.

Option 2

Figure 3 indicates the internal layout proposed for Option 2.

Nine car parking spaces will be provided in the sales area adjacent to the car showroom which will have access from the Southbrook Road driveway. There will be eight car parking spaces provided in the area adjacent to the workshops. A total of 17 carparking spaces.

The sales driveway along the southern boundary and the permanent aisle in the display yard will have a minimum width of 6m and will provide access to the five parking spaces for customers (and one staff member) along the front of the showroom. These spaces will be 2.6m wide and 5m long. The customer parking space closest to the sales entry could be used for accessible parking for disabled drivers if needed. The four tandem (stacked) parking spaces beside the south side of the sales building will be allocated for staff parking. They will be 5.0m long and at least 2.4m wide.

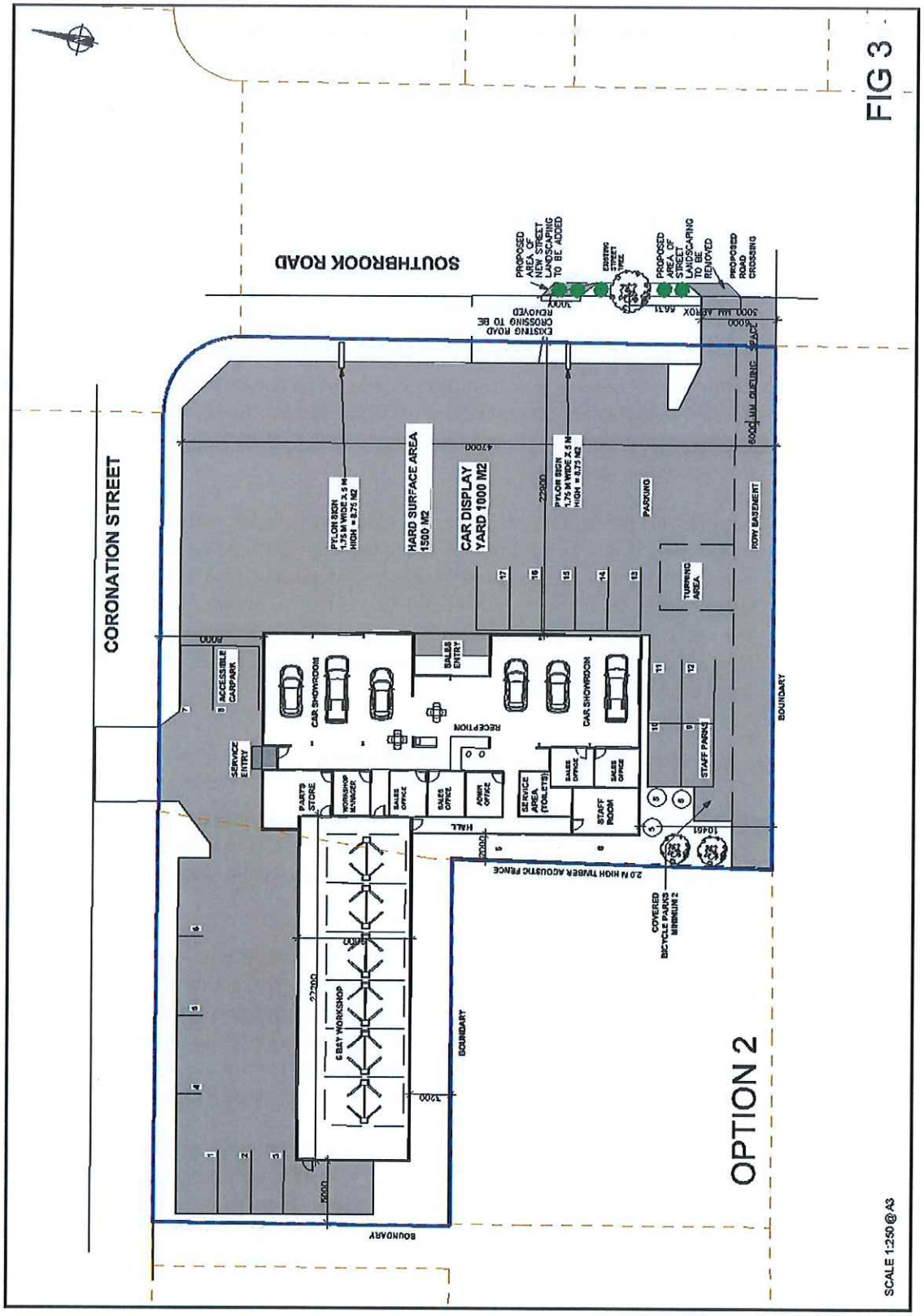


FIG 3
SOUTHBROOK ROAD
CORONATION STREET
PROPOSED AREA OF NEW STREET LANDSCAPING TO BE ADDED
EXISTING STREET TREE
PROPOSED AREA OF STREET LANDSCAPING TO BE REMOVED
PROPOSED ROAD CROSSING
EXISTING ROAD CROSSING TO BE REMOVED
PYLON SIGN 1.75 M WIDE X 5 M HIGH = 8.75 M2
HARD SURFACE AREA 1500 M2
CAR DISPLAY YARD 1000 M2
PYLON SIGN 1.75 M WIDE X 4 M HIGH = 8.75 M2
PARKING
ROW BASEMENT
TURNING AREA
ACCESSIBLE CARPARK
CAR SHOWROOM
SALES ENTRY
RECEPTION
CAR SHOWROOM
SERVICE ENTRY
PARTS STORE
WORKSHOP MANAGER
SALES OFFICE
SALES OFFICE
ADMIN OFFICE
SERVICE AREA (TOILETS)
SALES OFFICE
SALES OFFICE
STAFF ROOM
STAFF PARKS
HALL
2.0 M HIGH TIMBER ACOUSTIC FENCE
COVERED BICYCLE PARKS MINIMUM 2
6 BAY WORKSHOP
BOUNDARY
BOUNDARY
OPTION 2
SCALE 1:250 @ A3

The parking area for the workshop in this option has been designed primarily to accommodate more landscaping along the Coronation Street frontage. It will contain a total of eight spaces. The one of these closest to the service entry will be configured as accessible for disabled persons with a minimum width of 3.6m. However it is expected that it will be used by others except when a disabled persons car is booked in for a service or unless a disabled person is employed on the site. The remaining parking spaces will be 2.6m wide and 5.0m long.

A minimum of four spaces will be allocated for customer parking. Any of the remaining four staff parking spaces which are not used by staff on any day will be available for accommodating customers' cars if necessary. If more spaces are required for customers cars then staff cars could be stacked in the area adjacent to the west side of the workshop in a manner that does not impede the fire egress door.

The parking area will have a minimum aisle width of about 7.5m. This width is provided for the common manoeuvre area available for the workshop bays and for the parking spaces aligned parallel to the street boundary in Coronation Street. The parking spaces aligned at right angles to the western boundary and the spaces on the north side of the sales building will all have greater manoeuvre areas.

No specific loading bays are proposed as large trucks are not expected to be used for deliveries to the site. It is expected that delivery vehicles will only be on-site for a short stay and that they will use the driveway/aisleways in the display yard area mostly. Some small delivery vehicles may find it more convenient to use the car servicing parking aisle area. In both cases the vehicles will be able to turn on site so that they can both enter and exit the site in a forward direction. In other words there will be no need for reverse manoeuvres either to or from the frontage streets.

3.5 Facilities for Active Modes

As with local roads without cycle lanes, cyclists will be expected to share the driveways and internal manoeuvre areas with motor vehicles. This is the norm and with driveways which are not overly wide or long, the vehicle access speeds will be slow and will not present significantly adverse road safety effects for cyclists.

The applicant proposes to provide at least two cycle stands for staff in the area of the display yard adjacent to the staff car parking on the southern side of the showroom. These will be covered. No separate cycle parking provisions are proposed for customers. It is highly unlikely that a customer would ride to the sales facility but there would be plenty of space in the sales yard to "park" their cycle if the staff cycle stands are full. If a customer of the servicing facility uses a cycle for their return journey they would not need to "park" their cycle.

The footpaths on the roads along the site frontages including the new footpath to be constructed along Coronation Street, will link with the driveways into the site. There will not be separate paths into the site for pedestrians. The few people who might walk onto the site will use the driveways as is the norm for commercial activities such as that proposed for this site.

4. Waimakariri District Plan Compliance

4.1 Parking Assessment

The following table summarises the assessment of the parking and servicing requirements of the District Plan (Rule 30.6.1.34 Table 30.8):

District Plan Parking Requirement

	GFA	Car Parking		Loading	Cycles	
	sq m	Rate	Spaces	Spaces	Rate	Spaces
Workshop	244.8	1:70	3.5	1	1:1000	0.2
Showroom	440.2	3:100	13.2	1	2:500	1.8
TOTAL	685		16.7	2		2.0

The parking requirements for the workshop are based on an industrial activity while the showroom is based on a retail activity. On this basis the car parking requirement would be 17 spaces and the cycle parking requirement would be 2 stands. There would be a requirement for one of the car parking spaces to be an accessibility space as indicated in Table 30.11 of the District Plan (Rule 30.6.1.39).

For both options the designated accessible space would be adjacent to the service entry to the main building. The paved area outside the "service entry" will be flush with the adjacent sealed areas and so can be driven over. The accessible space is 3.6m wide and vehicles will generally be parked on the northern side of the space. Therefore if a car is parked facing the front of the space there will be sufficient inter-visibility between a driver reversing out of the space and a person walking out of the service entry. Drivers tend to reverse very slowly out of parking spaces and in this case the need for caution will be emphasised by the service entry clearly indicating the potential presence of pedestrians. It is likely that some cars will be reversed into the space and in that case there will be no visibility issue when they leave. There will be relatively few disabled persons using the space and therefore a reduced possibility of conflict between drivers and pedestrians. It can also be noted that all carparking areas have aisles which are shared spaces with potential conflicts between pedestrians and cars including cars reversing out of parking spaces. If this particular situation happens to create a conflict that produces concern then a warning sign could be erected and/or a pedestrian path marked for a short distance from the service entry.

Two loading spaces would also be required but because of the large size of the sales yard and the operation of the workshop parking area, it is not intended that specific loading "spaces" will be indicated. It should be noted that car transporters are not intended to be used to deliver new cars to the site. Because of the proximity of storage areas for new cars in Christchurch, it is proposed that individual cars will be driven out to the Southbrook site.

Any delivery vehicles used to service the activities proposed for the site will be able to be unloaded either in the sales display yard or in the workshop parking area. The former is most

likely to be used as all areas of the facilities can be accessed through the main entrance of the sales facility. However the workshop parking/manoeuvre aisle could also be used because loading/unloading is likely to only take a short time and because the small service vehicles proposed to be used can turn in the area and pull up in front of any of the parking spaces used by staff as their cars do not need full time access during working hours.

The cycle parking requirement will be met by the provision of two and if necessary, more bicycle stands located adjacent to the display area. These are not proposed to comply completely with Rule 30.6.1.45(h) as, although they will be covered, it is not intended that they be provided with a secure facility because the staff (including the owners of any cycles) will be on-site and able to monitor access to the stands. It is expected that standard locks/chains will be adequate in this situation.

The District Plan requirement for a total of 17 carparking spaces for the whole site will be met by both options but the allocation of spaces to the two individual activity areas will not meet the respective requirements. The sales area will not have 13 spaces and the workshop area will be allocated more than 4 spaces for both options.

The following table demonstrates how the parking spaces (and the service bays and the sales display yard) provided on the site for each option will meet the more practical parking demand assessed for the respective activities:

Practical Parking Assessment

	Parking Demand		**Spaces Provided-Option 1 (Option 2)**	
Workshop	**Staff Cars**	No.	No.	**Location**
	Manager	1	1(1)	In display yard
	Parts	1	1(1)	In parking spaces
	Servicing	5	5(2)	In parking spaces
	Washing	1	1(1)	In parking spaces
	Customer Cars	5	5(5)	In service bays
		1	1(1)	In wash bay
		4	6(4)	In parking spaces
	Sub-Total	18	20(15)	Including accessible
Sales	**Staff Cars**	No.	No.	**Location**
	Servicing	(see above)	0(3)	In sales spaces
	Salespeople	4	4(4)	In display yard
	Admin	1	1(1)	In parking spaces
	Reception	1	1(1)	In parking spaces
	Customer Cars	4	4(4)	In parking spaces
	Sub-Total	10	10(13)	
Totals	Parking Spaces	17	19(17)	
	All Spaces	28	30(28)	Including bays & yard

The practical assessment of parking demand indicates a need for 18 parking spaces in the workshop area and this supply is more than achieved (20) in Option 1 by including the workshop bays. For Option 2 three spaces for servicing staff will be located in the sales area.

There are expected to be a maximum of 10 customers' cars on site for servicing most of the time and these will include those that are being serviced or washed in the six workshop bays. The remaining customers' cars either waiting for servicing or waiting to be picked up following servicing, will be accommodated in the four on-site parking spaces provided with Option 2 adjacent to the workshop. Option 1 will have six spaces adjacent to the workshop providing more scope to accommodate times when the number of customers' cars on-site might exceed the expected maximum. This potential variance reflects the mix of people who will wait for a short-term service and therefore do not require a parking space, compared with the people who will drop their car off before their service is due and therefore do require a parking space. The workshop will be for primarily servicing vehicles bought through the dealership. Experience at similar sites indicates that many will be new business vehicles whose owners will require their car immediately after servicing and the operator often delivers the vehicle. This reduces the parking demand associated with customers' cars.

With Option 1 the remaining seven car parking spaces will be allocated to workshop staff excluding the workshop manager who will be allocated a new car which will be "parked" in the display yard during the day. With Option 2 there would be only four spaces for staff in the workshop area and three would need to park in the sales area. With Option 2 if the workshop is extremely busy with longer term servicing tasks and more than four customers' cars need to be parked on site then staff spaces could be used by stacking staff cars 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.

Practically the sales activity will generate a lot less parking than other forms of retail partly because much research on new cars is done using the internet these days. Customers have been allocated four spaces adjacent to the display yard to match the maximum number of salespeople who will be operating on the site. With Option 1 only two staff spaces are needed for the administration person and for the receptionist because the sales staff will all be allocated new cars which will be "parked" in the display yard. With Option 2 an additional three spaces are required in the sales area for servicing staff cars.

It is noted that the previous resource consent application was granted despite the assessment that the on-site parking provision would not meet the expected parking demand. The proposal included 29 on-site parking spaces but it was predicted that there would be up to six cars parked at the kerbside in Coronation Street "throughout the day." The expectation for both options of this application is that all parking generated by the proposed activities will be accommodated on site with only a limited potential for a small overflow on rare occasions.

The parking spaces proposed for the site all meet the minimum dimensions specified in the District Plan for space width, space depth and aisle width (Rule 30.6.1.34 Table 30.9). The dimensional details were summarised in Section 3.4.

4.2 Vehicle Crossings

The crossings for both accesses will be "formed and sealed" in compliance with Rule 30.6.1.14 of the District Plan.

The requirements for vehicle crossings are contained within Table 30.4 of Rule 30.6.1.19. There are different requirements for Residential zones and Business zones but in this case a

business activity is being considered within a residential zone. So the requirements for both have been addressed. In a Residential zone the crossing width minimum is 4m and maximum 6m. The equivalent requirements for a business crossing are 5m and 7m. So crossing widths between 5m and 6m will satisfy both requirements.

The single vehicle crossing on Southbrook Road will be 6.0m wide. The single vehicle crossing in Coronation Street will be 5.4m wide to allow for easier manoeuvres in the vicinity of the service entry. Therefore both crossing widths are compliant with both requirements.

As both of the crossings are greater than the minimum width for a business zone and no large trucks are expected to use the crossings on a regular basis, it is not necessary to check the swept path manoeuvres related with simultaneous entry/exit movements. In addition it is noted that the kerbside parking on both frontages and the cycle lane along Southbrook Road will require cars turning left into the site to turn with a relatively large radius which reduces the width of this most important swept path.

The maximum number of crossings per site frontage in a business zone is two. In a residential zone the maximum number of crossings per site frontage is one. Given the site has a single crossing on Southbrook Road and a single crossing on Coronation Street, they are both clearly compliant.

The separation distance between crossings is required to be less than 1m or greater than 7m in a residential zone and less than 6m or greater than 12m in a business zone. The single crossing on Southbrook Road will have no other crossings within 12m on either side and therefore is compliant with both maxima. The crossing for the adjacent site to the south is about 17m away. Similarly the proposed crossing in Coronation Street has no crossings within 12m.

Rule 30.6.1.21 requires that the visibility splay illustrated in Figure 30.3 is available to achieve the minimum sight distance for pedestrians on the adjacent footpath at all driveways. The minimum sight distance requires a visibility splay of 2.0m along the property boundary (or the back of footpath) from 2.5m into the site. This will be provided on the northern side of the Southbrook Road driveway. The 2m wide grass berm between the footpath and the boundary can be regarded as part of the visibility splay. Therefore only a small area of the site needs to be kept clear to achieve the splay.

A splay is not required on the southern side of the Southbrook Road driveway because being a two-way driveway, vehicles exiting will have clear visibility of pedestrians to the south across the entry lane of the driveway. In Coronation Street the required visibility splays will be available within the road boundary and will not affect the internal layout of the site at the driveway because it is expected that the proposed footpath will be at least 2.5m from the site boundary.

Rule 30.6.1.24 requires that a vehicle crossing on a strategic road with a speed limit of 50km/h should have a clear sight distance of 45m in a residential zone or 80m in a business zone. The distance is to be measured as indicated by Figure 30.4 of Rule 30.6.1.25 in the District Plan. The sight line is measured from a point 3.5m from the edge of the nearest traffic lane. With a 1.5m wide cycle lane and 2m wide kerbside parking, the sight line for the Southbrook Road crossing is measured from the kerb line. Other than for parked cars, a sight distance in excess of 80m will be available because Southbrook Road is straight and level for extensive distances in both directions from the site.

If parked cars are required to be clear of the sight line then no-stopping lines would need to be installed for about 12m on the south side of the driveway. This has not been done at other driveways along Southbrook Road in the residential zone. Nevertheless conditions requiring this provision have been proposed as part this application. The parking restriction would remove kerbside parking along the frontage of the adjacent property. However this property stands to benefit from having a crossing serving the right-of-way they share with the application site. It can also be noted that property owners have no legal right to retain kerbside parking on their frontage. With the build-out on the north side it will be possible to achieve a sight distance of more than 45m without further parking restrictions. This may require the existing tree within the build-out to be "limbed up." Accordingly the proposal is considered to comply with Rule 30.6.1.24.

To achieve 80m sight distances the parking restriction would need to be extended about 23m to the south. This has not been done at other business driveways along Southbrook Road. However as stated before, the applicant would not oppose the installation of such no-stopping lines. An extended build-out to the north would allow an 80m sight distance without any need for further parking restrictions. The existing tree might need attention however.

Rule 30.6.1.26 Table 30.6 requires that the single vehicle crossing on Southbrook Road, a strategic road with a speed limit of 50km/h, should be at least 35m from the intersection with Coronation Street, a local road with a 50km/h speed limit. It will be about 45m from the intersection. The crossing in Coronation Street will be about 37m from the intersection with Southbrook Road, more than the 25m required separation distance for a crossing on a local road from a strategic road. Accordingly both crossings comply with this rule.

5. Traffic Generation Forecasts

5.1 General

The generation forecasts for the proposed activity have been separated by the driveway and road used for access to allow a more informed understanding of the expected traffic effects on passing traffic and on the operation of the adjacent Southbrook Road/Coronation Street/Torlesse Street intersection.

The forecasts represent a worst-case scenario that has been based on equivalent existing operations as well as a scenario based on the longer term and optimistic establishment of full utilisation of the dealership and the workshop. The following table summarises how the various traffic generation forecasts were produced:

Traffic Generation

	Daily			AM/PM peaks		
Entry	**No.**	**Rate**	**Vpd**	**No.**	**Rate**	**Vph**
Coronation Street						
Staff	7	2.5	17.5	2	1	2
Customers	20	4	80	5	2	10
Sub-total			97.5			12
		Say	100			
Southbrook Road						
Staff	7	2.5	17.5	7	0.8	5.6
Customers	8	2	16	8	0.2	1.6
Test Drives	2	2	4			
New/sold cars			1			
Sub-total			38.5			7.2
		Say	40		Say	8
Total			**140**			**20**

5.2 Daily Generation

It has been assumed that the proposed activities on the site will be fully staffed and that all staff will drive a car to/from work and that 25% will make a separate trip (out+in) on any one day (i.e. 2.5 movements per day per staff). This is a worst-case prediction as some staff may share a ride, some may use a bus, bike or walk if they live close enough. Furthermore there will be some staff not attending the site on many days because they are on leave, sick or elsewhere on company/personal business.

At the workshop there are five service bays and one washing bay. It is expected that the five servicing bays will each service four cars on average in a day. It is expected that no separate cars will utilise the wash bay. So the total number of customer cars serviced will be 20 per day.

It is estimated that each workshop customer will create on average four vehicle movements (in+out) when having their car serviced. Some people may wait for their car if their service is for short duration (eg warrant of fitness) and some people may walk if they live or work nearby. These situations would involve only two movements in total. If a courtesy car is provided there will be four movements in total, two movements (in + out) when they drop their car off and two movements when they pick it up. If they have someone come with them in another car there could be six movements three on drop off (2in+1out) and three on pick up (1in+2out). The other option is that the workshop staff may deliver some cars after their service. This again would involve three movements (2out+1in).

For people who have someone come with them in another car, some of the six movements will not involve movements at the driveways or at the Coronation St intersection if the driver of the other car stops on the side of Southbrook Road.

Each of the sales staff is expected to have two customers per day on average. That will be a total of eight customers involving two movements per customer and 16 movements in total. This may appear a small amount of business but much "selling" is these days done using electronic media.

It is expected that 25% of the customers will take a car for a test drive. That is two customers involving two movements and four movements per day in total.

It is also assumed that there will be one movement per day on average associated with cars that are sold being driven away and with new cars arriving from Christchurch.

5.3 Peak Hourly Movements

Most of the staff in the workshop will arrive before the morning peak or leave after the evening peak times. They have to be ready for customers that are dropping off their car early and they also stay a bit later for people that might be picking up their car on the way home from work. Five customer cars are expected to be dropped off at the workshop in morning peak hour so 10 movements will occur in the peak on average. The same number is expected to be involved with picking up cars in the evening peak hour.

It is predicted that 80% of the sales staff will arrive and leave in the peak hours. Of the others, some will not use a car, some will be early/late, some do not come in because they are on leave, sick or going elsewhere on company/personal business. Test drives, the delivery of new cars and the removal of sold cars do not normally occur in peak hours.

5.4 Summary

The following is a summary of the traffic generation forecasts for the proposed activities on the site:

Sales yard/showroom access on Southbrook Road

40 vehicle movements per day

8 vehicle movements in am/pm peak hours

3 vehicle movements in afternoon school peak hour

Servicing facility accesses on Coronation Street

100 vehicle movements per day

12 vehicle movements in am/pm peak hours

8 vehicle movements in afternoon school peak hour

It is noted that the two lots that constitute the site can accommodate two dwellings as-of-right being in a residential zone and possibly three or more dwellings. Each residential dwelling in suburban areas such as Southbrook tends to generate between 8 and 10 vehicle movements per day. If three dwellings were constructed then the default traffic generation potential of the site would be up to 30 vehicle movements per day (vpd). The equivalent base generation values for the morning and evening peak hours would be 3vph and for the school afternoon peak hour about 2vph. Accordingly the net additional traffic generation of the proposed activities is in the order of 110vpd and only 17vph in the morning and evening peaks. In the school afternoon peak the additional generation associated with the site would be only 9vph. It should be noted that these are the totals of both entry and exit movements.

It is also noted that the previous consent for the site was approved with a peak hour traffic generation of 94vph. The equivalent daily traffic generation would be approximately 1,000vpd. Clearly the current application involves a much smaller traffic generation.

6. Transportation Effects

6.1 Network Efficiency

The traffic volume generated by the site does not necessarily relate directly to the change in 2-way traffic volume on the adjacent roads. That is partly due to the fact that some of the generated movements will involve vehicles that would be travelling past the site in any event if the proposed development were not undertaken. Typically for a retail activity on an arterial road some 20-30% of the traffic generated by a new site will come into this category, what is termed as pass-by traffic.

This would for example, include people who drop their vehicle in for servicing on their way to work and people who are also inspecting cars at the existing car dealership on the adjacent site to the south ("comparison shopping"). It would also include staff at the dealership who are dropped off by someone. It is likely that person would be using Southbrook Road in any event and so no increase in the traffic volume along Southbrook Road would be involved.

While these examples will generally be part of the traffic generation movements predicted for the site driveways, they do not add to the passing traffic volume that affects the overall traffic network performance which in this case is dictated by the capacity of the Southbrook Road approaches to the traffic signal controlled intersections north and south of the site.

Another reason for the traffic generation movements not all simply adding to the existing traffic volume on Southbrook Road is because the access movements at the Southbrook Road driveway will not all turn to/from the same direction. If the split were 50:50 by direction only half of that traffic generation volume would be added to the existing traffic volume on Southbrook Road. In that case some 20vpd (not accounting for the pass-by effect) would be added to some 20,000vpd. The increase would be less than 0.1% which would be imperceptible and well within the daily variation of the Southbrook Road traffic volume.

The Coronation Street situation would be different as most of the site traffic generation (say 80vpd) would be expected to use the Coronation Street intersection with Southbrook Road and so would be added to the relatively small volume of less than 1,000vpd currently using that section of the street. This would be an 8% increase but the total traffic volume with the generated traffic would still be less than the acceptable level of traffic on a local road of 2,000vpd.

The generated traffic turning to/from Coronation Street at Southbrook Road might also split 50:50 at Southbrook Road so the addition to Southbrook Road might increase to 60vpd (or 45vpd if the pass-by effect is included). This would still be well less than a 1% addition to the traffic on Southbrook Road.

There will be some traffic (say 20vpd) that will turn to/from the western section of Coronation Street and use Buckleys Road to gain access to/from the western areas of Rangiora via South Belt. It is unlikely to be more than 20vpd because most people tend to use major routes and for most of the day it will be relatively easy for cars to make the alternative movements left-out and right-in at the Coronation Street intersection with Southbrook Road. The addition would be about a 2% increase in the daily traffic volume using the western section of Coronation Street and Buckleys Road. Again the slightly increased traffic volume would still be well below the acceptable daily volume for a local road.

In the evening peak a higher proportion of the traffic generated by the proposed servicing facility might use the Buckleys Road route if cars waiting to turn right out of Coronation Street hold up the left turn. However the traffic involved would be less than 10vph (1%) which would not be perceptible to residents either as an effect on their home environment or on their transport activities.

The "reverse priority" that is expected to occur on Southbrook Road at the Coronation Street intersection and at the driveway to the sales facility at peak times was the subject of considerable focus in the previous application hearing with the commissioner concluding (paragraphs 39-42) that "the overall effect of the additional delay is considered to be negligible."

The previous consent for the site was approved with a peak hour traffic generation of 94vph which relates to a daily traffic generation of approximately 1,000vpd. Those values can be compared to the equivalent predictions for the current application of 20vph and 140vpd. Clearly the traffic effects associated with the current application will be significantly less.

6.2 Intersection Performance

The previous ITA identified that the intersection of Southbrook Road/Coronation Street/Torlesse Street could adequately cater for the much greater number of traffic movements generated by the pre-school and retail/café proposal. Accordingly it is concluded that the much lower traffic generation of the current proposal will have less than minor effects on the intersection performance.

6.3 Road Safety

With the access provisions proposed, there are not expected to be any significant road safety issues created for people using the proposed development or for passing pedestrians, cyclist or motorists. Both the driveways satisfy the District Plan design requirements. Sufficient inter-visibility will be provided at the driveways for the footpaths, cycle lanes and traffic lanes to avoid any adverse safety effects.

With the traffic signals north and south of the site along Southbrook Road, gaps will be formed in the traffic passing the site driveway and the intersection with Coronation Street for most of the day. These gaps will allow vehicles to enter and leave the site without delay and the associated frustration which can affect drivers' judgement and result in adverse road safety effects. At the peak times when queues form past the site, drivers on the main road will tend to allow the few vehicles generated by the site at that time to join the queues again avoiding frustration and the related adverse road safety effects.

With the very minor traffic volume using Coronation Street and the adequate distance between the site driveway and the Southbrook Road intersection, there will be no significant delays at the driveway and therefore no adverse road safety effects related to frustration.

Within the site, the parking layouts meet Council standards and therefore provide for convenient vehicle manoeuvring which will not endanger either the drivers or the pedestrians that will share the aisle spaces with the vehicles.

6.4 Active Modes

The applicant will provide covered cycle parking on the southern side of the display yard to encourage staff to travel to work by cycle. This would reduce the traffic effect of the proposed development as well as being a healthy option.

The applicant is prepared to fund the construction of a footpath on the south side of Coronation Street along the length of the site frontage to accommodate existing pedestrians (and cyclists) as well as pedestrians who may be generated by the proposed activities.

7. Summary and Conclusions

This application for a commercial activity in a residential zone is in general compliance with District Plan rules. There is a potential minor non-compliance with the required visibility distance at the Southbrook Road driveway should consideration of parked cars be applied but this is not assessed as significant and can be resolved if the Council is prepared to install a parking restriction to the south.

The vehicle crossings/driveways proposed for the site will provide safe access without the generated traffic causing any significant adverse effects on the adjacent transportation networks.

All the parking required for the proposed activity will be contained within site by parking spaces that meet convenient and safe dimensional standards.

It is noted that this application will have significantly lesser transportation effects than the previous consent granted for the site.

Accordingly it is concluded that the transportation effects associated with this application will be less than minor and that there are no transportation reasons which would indicate that a resource consent for the proposed car dealership development in Southbrook should not be granted.

Anthony Thomas Penny
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15 October 2019

The Planner
Plan Implementation Unit
Waimakariri District Council
Private Bag 1005
Rangiora 7440

Attention: Samantha Kealey (by email only)

Dear Samantha,

Re: RC195114 - 29 Southbrook Road

Re Option 1, the fence has been moved back into the site to allow the Pittosporum golf ball wedging to be located within the site. We have attached a replacement set of plans for Option 1.

Regards,

Kim McCracken
Director

OPTION ONE

PROPOSED COMMERCIAL DEVELOPMENT
29 SOUTHBROOK ROAD

NNC DESIGN Ltd
P O BOX 37188
CHRISTCHURCH
PH 03 3229 552
nnc@xtra.co.nz

15-10-2019

PROPOSED COMMERCIAL DEVELOPMENT
29 SOUTHBROOK ROAD

LOCATION PLAN 1:500

15-10-2019

NNC DESIGN Ltd
P O BOX 37188
CHRISTCHURCH
PH 03 3229 552
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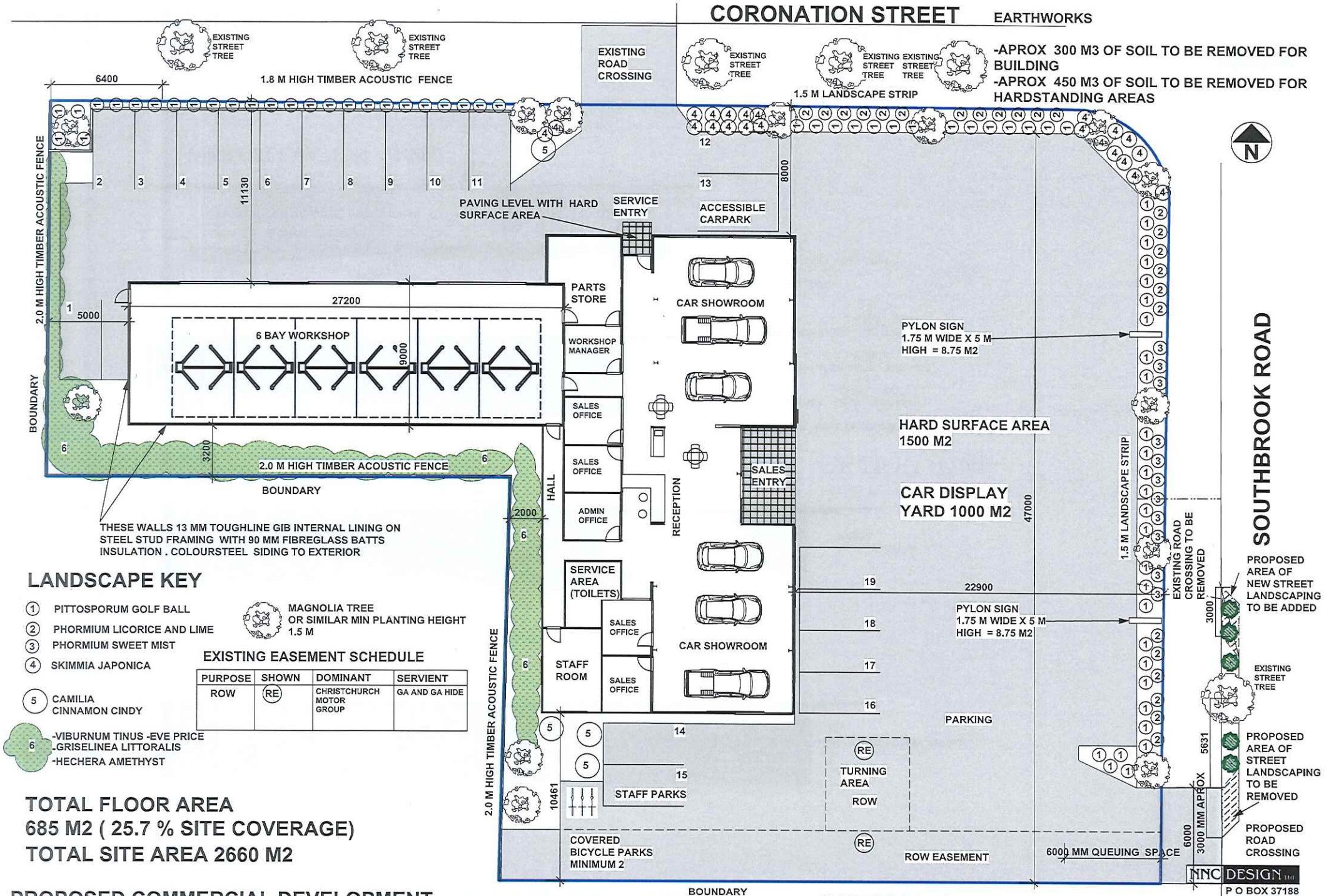

LANDSCAPE KEY

1. PITTOSPORUM GOLF BALL
2. PHORMIUM LICORICE AND LIME
3. PHORMIUM SWEET MIST
4. SKIMMIA JAPONICA
5. CAMILIA CINNAMON CINDY
6. -VIBURNUM TINUS -EVE PRICE -GRISELINEA LITTORALIS -HECHERA AMETHYST

MAGNOLIA TREE OR SIMILAR MIN PLANTING HEIGHT 1.5 M

EXISTING EASEMENT SCHEDULE

PURPOSE	SHOWN	DOMINANT	SERVIENT
ROW	(RE)	CHRISTCHURCH MOTOR GROUP	GA AND GA HIDE

TOTAL FLOOR AREA
685 M2 (25.7 % SITE COVERAGE)
TOTAL SITE AREA 2660 M2

PROPOSED COMMERCIAL DEVELOPMENT
29 SOUTHBROOK ROAD

SITE PLAN 1:200

OPTION ONE

15-10-2019

NNC DESIGN LTD
P O BOX 37188
CHRISTCHURCH
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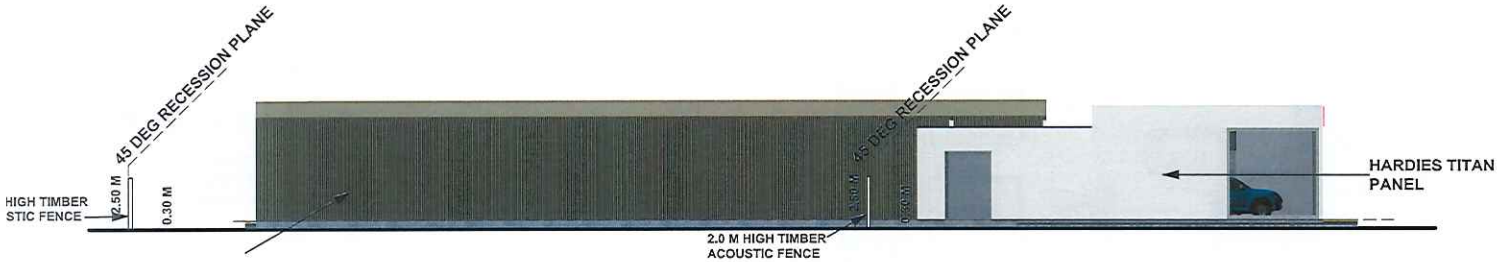
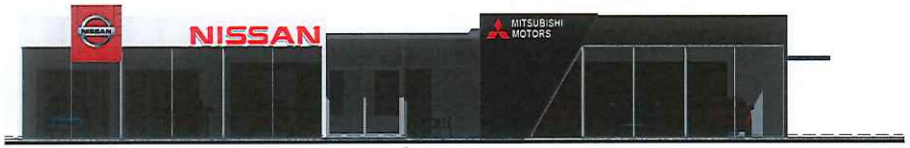
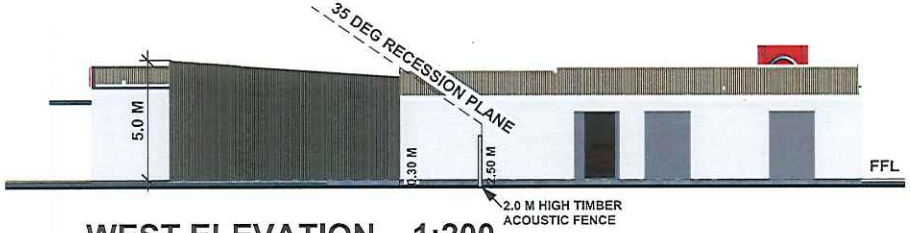
NORTH ELEVATION 1:200



SOUTH ELEVATION 1:200



EAST ELEVATION 1:200



WEST ELEVATION 1:200

EXTERIOR WALL COLOURS

NISSAN AREA - RED (SIGNAGE)
- LIGHT GREY

MITSUBISHI AREA - RED (SIGNAGE)
- BLACK

WORKSHOP AREA - MID GREY
- LIGHT GREY

ROOF COLOUR

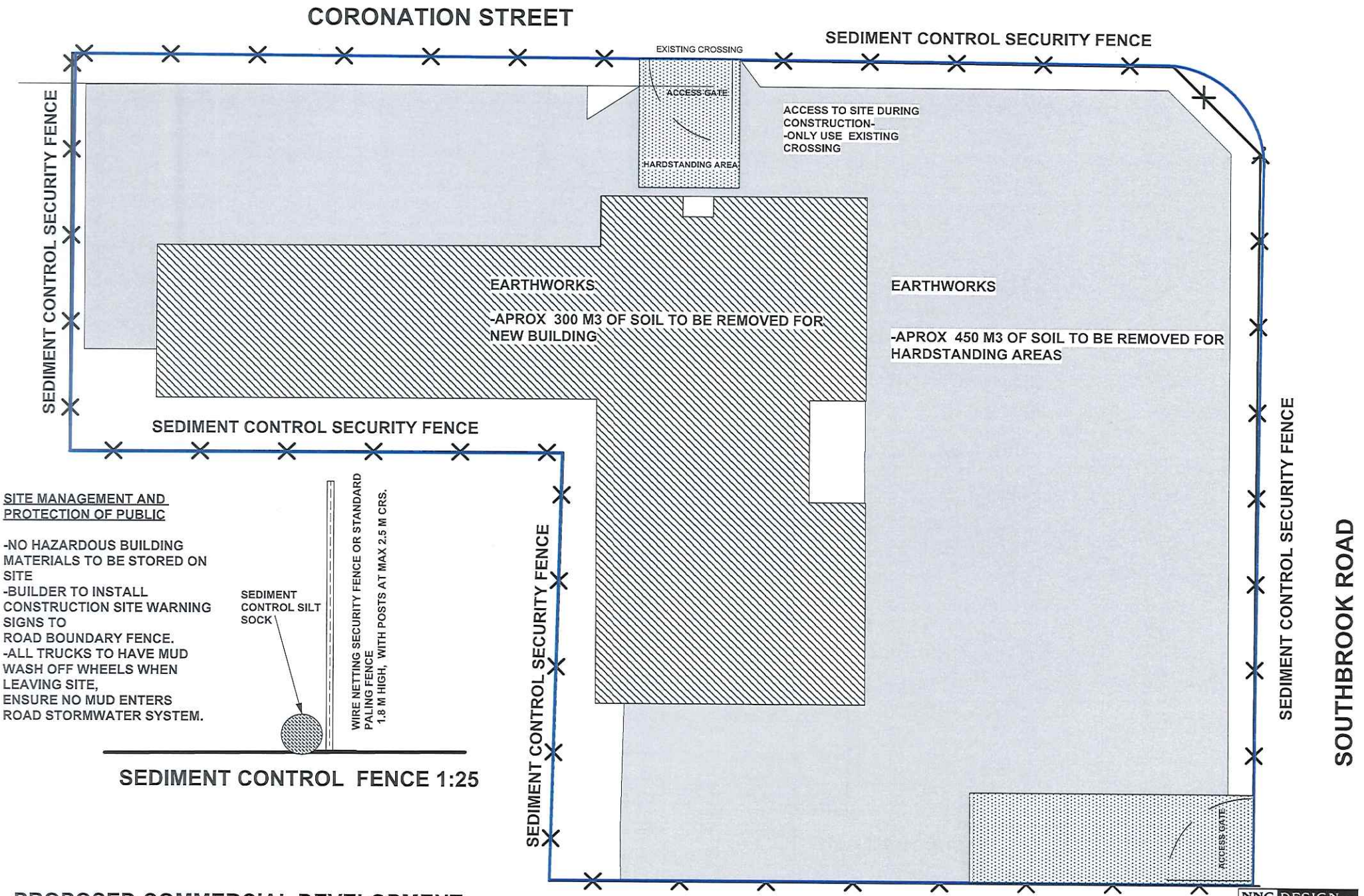
COLOURSTEEL - MID GREY

PROPOSED COMMERCIAL DEVELOPMENT
29 SOUTHBROOK ROAD

OPTION ONE

NNC DESIGN Ltd
P O BOX 37188
CHRISTCHURCH
PH 03 3229 552
nnc@xtra.co.nz

15-10-2019



SITE MANAGEMENT AND PROTECTION OF PUBLIC

-NO HAZARDOUS BUILDING MATERIALS TO BE STORED ON SITE
-BUILDER TO INSTALL CONSTRUCTION SITE WARNING SIGNS TO ROAD BOUNDARY FENCE.
-ALL TRUCKS TO HAVE MUD WASH OFF WHEELS WHEN LEAVING SITE, ENSURE NO MUD ENTERS ROAD STORMWATER SYSTEM.

SEDIMENT CONTROL FENCE 1:25

PROPOSED COMMERCIAL DEVELOPMENT
29 SOUTHBROOK ROAD

SEDIMENT CONTOL PLAN 1:100
EXCAVATION PLAN 1:100

15-10-2019

NNC DESIGN LTD
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Kim McCracken & Associates

Resource Management Planning Consultants

P O Box 2551
Christchurch

M: 021 363 497
office@rgmc.co.nz

17 October 2019

The Planner
Plan Implementation Unit
Waimakariri District Council
Private Bag 1005
Rangiora 7440

Attention: Samantha Kealey (by email only)

Dear Samantha,

Re: Bills comments

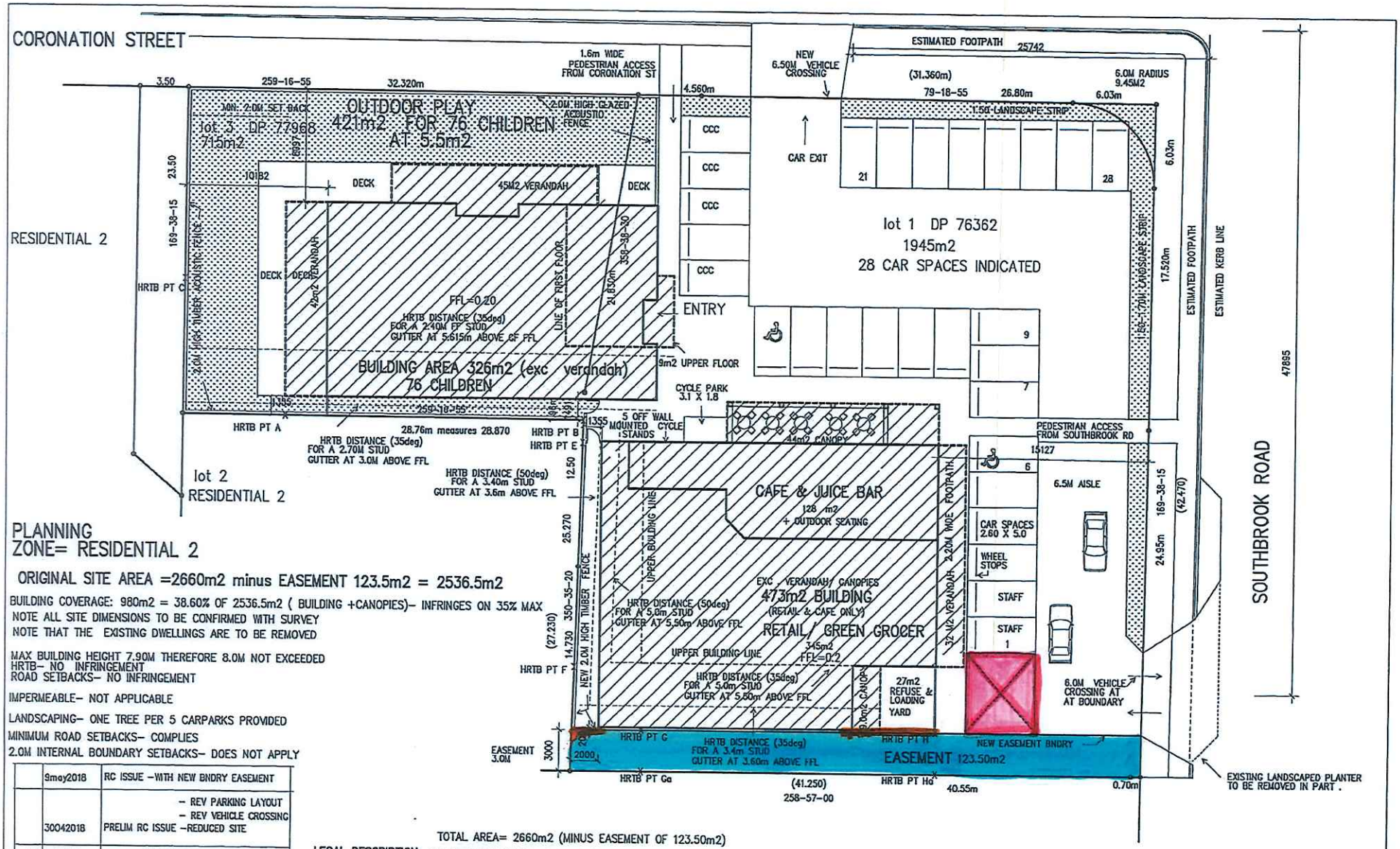
1. The cars are only manoeuvrable on the ROW, any temporary parking will be in that part of easement in front of the applicants building. This is exactly the same situation as for the pre-school/café. Nothing is changing (Refer draft of earlier easement document attached showing the parking area).

2. We (traffic engineer/applicant who already operates three car sales businesses) disagree and part of the reason for making the Southbrook access prominent with reduced access from Coronation Street and substantial manoeuvring area in front of the parts/office sales area is for deliveries. Again, if this is an issue it can be conditioned and the applicant is happy with that.

3. We have checked the car stacking but it is not an essential or required part of the consent. If consent is granted we can condition the position of the fire access clearance.

Regards,

Kim McCracken
Director



PLANNING
ZONE= RESIDENTIAL 2

ORIGINAL SITE AREA =2660m2 minus EASEMENT 123.5m2 = 2536.5m2

BUILDING COVERAGE: 980m2 = 38.60% OF 2536.5m2 (BUILDING +CANOPIES)– INFRINGES ON 35% MAX
NOTE ALL SITE DIMENSIONS TO BE CONFIRMED WITH SURVEY
NOTE THAT THE EXISTING DWELLINGS ARE TO BE REMOVED

MAX BUILDING HEIGHT 7.90M THEREFORE 8.0M NOT EXCEEDED
HRTB– NO INFRINGEMENT
ROAD SETBACKS– NO INFRINGEMENT

IMPERMEABLE– NOT APPLICABLE

LANDSCAPING– ONE TREE PER 5 CARPARKS PROVIDED

MINIMUM ROAD SETBACKS– COMPLIES

2.0M INTERNAL BOUNDARY SETBACKS– DOES NOT APPLY

NO	DATE	DESCRIPTION
	9may2018	RC ISSUE –WITH NEW BNDRY EASEMENT
	30042018	– REV PARKING LAYOUT – REV VEHICLE CROSSING PRELIM RC ISSUE –REDUCED SITE

TOTAL AREA= 2660m2 (MINUS EASEMENT OF 123.50m2)

LEGAL DESCRIPTION 29 SOUTHBROOK RD being Lot 1 DP 76362
32 CORONATION ST being lot 3 DP 77968

RESIDENTIAL 2

PROPOSED COMMERCIAL DEVELOPMENT
AT CNR SOUTHBROOK/ CORONATION STREET
BEING 29 SOUTHBROOK RD–RANGIORA

SHEET TITLE
PLANNING

NORTH
DATE FEB 2017
SCALE 1: 250 ON A3
JOB No. 241
SHEET No. RC–01
REV.

ARCHITECTS
ORIGIN ARCHITECTS NZ LTD
email: origin.architecture@gmail.com
PO BOX 56 007. DOMINION ROAD. AUCKLAND 1446
Telephone. (09) 631 5443

either party may at any time before the condition is fulfilled or waived avoid this agreement by giving notice in writing to the other and upon avoidance of this agreement neither party shall have any right or claim against the other.

3 EASEMENT

3.1 Grant of Easement

In consideration of the sum of $10 (plus GST) to be paid to the Grantor by the Grantee (the receipt of which is acknowledged by the Grantor), the Grantor agrees to grant to the Grantee for the benefit of the Grantee and the Dominant Tenement the Easement over the areas of the Servient Land shown approximately on the Easement Plan, being the area labelled "Easement" and the area outlined in blue.

3.2 Parking Area

The Grantee shall be entitled to temporarily park vehicles on the part of the easement area marked pink on the Easement Plan (*Parking Area*) in common with the Grantor provided that:

(a) the Parking Area is not occupied by the Grantor or the Grantor's employees, agents, customers, contractors, suppliers or other invitees; and

(b) the parking of vehicles on the Parking Area is for the purpose of retrieving vehicles from other parts of the Dominant Land in connection with the New Zealand Mazda franchise business operations on the Dominant Land; and

(c) vehicles may only be parked in the Parking Area by the Grantee for such time as is necessary to retrieve the applicable vehicle.

3.3 Terms of Easements

The terms and conditions of the Easement will be those contained in the form of the Instrument attached as the First Schedule to this agreement.

3.4 Creation of Easement

From the date that this agreement becomes unconditional until the Instrument has been registered, the Grantor and Grantee will be bound by the terms and conditions contained in this agreement, including the First Schedule, as if the Instrument had been properly executed and registered.

3.5 Fencing

Upon this agreement becoming unconditional the Grantor will at its cost install fencing on the part of the northern boundary of the easement outlined orange on the Easement Plan in accordance with the Grantee's reasonable requirements. The Grantor shall not erect any fencing along the road boundary of the Easement.

3.6 Easement Survey Plan

Immediately following the grant of Land Use Consent (File No: RC185009 / 180716078931) and the expiry of any appeal period, the Grantor will have a survey plan of the easement areas prepared, based on the easement areas shown on the Easement Plan. The Grantor will then lodge the survey plan for consent by the territorial authority. Upon such consent being granted, the Grantor will lodge the survey plan with LINZ. Following approval of the plan by LINZ the Grantor will have the Instrument prepared in the form annexed as the First Schedule, and submit the