

Memo

To: Ashburton District Council
From: Antoni Facey
Date: 10/8/2020
Re: Assessment of transport effects of proposed Farmers Corner Plan Change

As requested, I have carried out a peer review of the Transport Assessment prepared by Novo Group for the proposed Farmers Corner Plan Change in Ashburton District. I have visited the site on a number of recent occasions.

Road network

State Highway 1 is a state highway under the control of NZTA. It is also a limited access road giving NZTA considerable powers over access to the road. However, the intersection is already existing and NZTA has indicated that they accept the general proposal for the SH1/Longbeach Road intersection with specific expectations regarding the current design and future consultation. These expectations do not appear unreasonable and should be included in any Plan Change.

A condition of any plan change should be that the NZTA be consulted on any proposals requiring resource consents on this site to assess the effects of the proposal on the SH1/Longbeach Road intersection.

Parking

The recent National Policy Statement-Urban Development has instructed that Tier 3 Local Authorities, including Ashburton District Council, must remove all minimum parking number requirements from the District Plan within 18 months, and consider this issue in all resource consent decisions from 20 August 2020. Therefore, there is no minimum parking requirements proposed in this review. However, this does not suggest that the effects of parking on the road network should be ignored.

As part of this Plan Change and any future resource consent, an assessment of parking requirements should be provided. The assessment should be to provide for all foreseeable parking to be accommodated on site and prevent any car parking on any part of any public road. This is a rural area where on street parking is not typically expected and is not designed for.

The applicant has provided an assessment of car parking based on current District Plan requirements. This appears to be appropriate.

The RFI requested an assessment of coach parking to be provided. The applicant provided options for carparking for the hotel activity but did not consider the retail activity. It has been observed over the years since the site was established that coach parking is a very important part of the parking demand for the retail activity. This should be considered in the Plan Change application and any future resource consents.

In lieu of a car parking assessment based on District Plan minima, an assessment of the effects of the proposal should be provided that demonstrates that all foreseeable car

and other vehicle parking shall be accommodated on site with no requirement for vehicles to park on road.

Traffic Generation

The traffic generation calculated from the site appears reasonable and can be accommodated within the proposed intersections. However, future resource consents required should be required to demonstrate their effect on the accesses and roads to ensure that any effects are considered and mitigated.

District Plan General Transport Rules

General transport rules in Section 10 of the Ashburton District Plan relating to control of the transport activities appear to be adequate to control the development. Any development should be subject to these rules.

Antoni Facey
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