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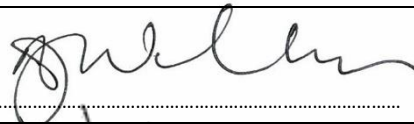
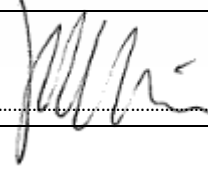
## RESOURCE CONSENT APPLICATION

Freeman Court Redevelopment

Habitat for Humanity

Palmer Street, Te Awamutu

## DOCUMENT CONTROL

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## **1.0 Introduction**

- 1.1 CKL has been asked by Habitat for Humanity (Habitat) to prepare this Integrated Transportation Assessment (ITA) for the proposed redevelopment of Freeman Court in Te Awamutu.
- 1.2 The site is an independent living facility for older people. It currently provides 44 single rooms in a building on the Roche Street side of the site, and a further 36 units across 12 buildings on the eastern side of the site.
- 1.3 These eastern buildings are proposed to be replaced with more modern buildings providing 77 units (a net increase of 41 units) around common courtyards, amenities, and playground facilities. Three commercial tenancies totalling 376m<sup>2</sup> in gross floor area are also proposed to be integrated in one of the buildings.
- 1.4 The site has been assessed against the relevant requirements of the Waipa District Council (WDC) Operative District Plan (ODP). By way of summary, it is concluded that the site can comply with the relevant rules and can be appropriately integrated with the surrounding transport network.

## **2.0 Site Location**

- 2.1 The site is bounded by Palmer Street, Vaile Street, Roche Street and Brady Street in Te Awamutu. It is centrally located in the town, being within 500m of Alexandra Street in the town centre. The site is shown in blue in Figure 1 below.



Figure 1: Site Location (Source: WDC Online Maps)

2.2 The site is zoned Residential by the WDC Operative District Plan (ODP) and is subject to a Compact Housing Policy Overlay. Commercial zoning associated with the Te Awamutu central business district (CBD) takes effect on the opposite side of Vaile Street, generally north of the site. The site location in the context of the ODP road hierarchy is shown as Figure 2.

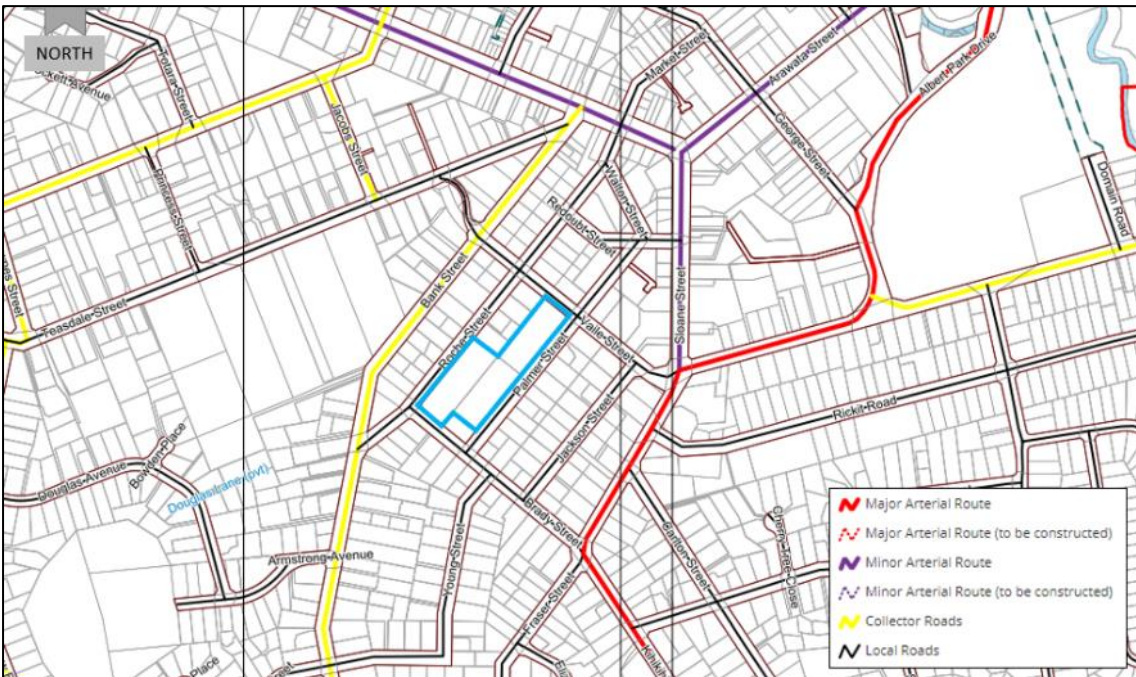


Figure 2: Surrounding Road Hierarchy (Source: WDC Online Maps)

- 2.3 The primary transport corridor in the area is provided by Sloane Street and Albert Park Drive (State Highway 3 (SH3)). This is classified as a Major Arterial Route in the ODP road hierarchy, connecting Te Awamutu and Hamilton.
- 2.4 Sloane Street (north of Albert Park Drive), Arawata Street and Alexandra Street are classified as Minor Arterial Routes. They form the core of the Te Awamutu CBD. Bank Street is classified as a Collector Road.
- 2.5 Palmer Street, Roche Street, Vaile Street and Brady Street are all classified as local roads. The primary purpose of local roads is to provide for property access and distribute traffic to higher order corridors.

## **3.0 Existing Road Network**

### **3.1 Physical Environment**

- 3.1.1 Roche Street has a sealed width of approximately 12m. It provides one traffic lane in each direction with on-street parking permitted in the shoulder on both sides of the road. It has a painted centreline and edge lines. There are footpaths on both sides of road and a central pedestrian refuge is provided near the northern end of the Freeman Court building.
- 3.1.2 The road rises gradually along the site frontage from south to north, meeting Vaile Street at a Give Way controlled four-leg intersection. The posted speed limit on Roche Street and the other frontage roads is 50km/h.
- 3.1.3 Freeman Court has a drop-off/pick-up area served by two vehicle crossings on Roche Street. The area has capacity for approximately 4-5 cars and there is one separate on-site parking space, clear of the circulation area. This area is shown as Figure 3.





Figure 3: Roche Street, viewed looking north (Freeman Court Drop Off Area on Right)

3.1.4 Vaile Street has a sealed width of approximately 11.5m. It rises from Palmer Street to Roche Street. The road provides one traffic lane in each direction and has footpaths and on-street parking on both sides. It has a painted centreline and edge lines. Vaile Street is shown as Figure 4.



Figure 4: Vaile Street, looking west from Palmer Street Intersection (site on left)

3.1.5 The intersection with Palmer Street is controlled by Give Way signs, with Vaile Street having priority. There is a central pedestrian refuge provided just south of Palmer Street. The site has no existing vehicle crossings to Vaile Street. The buildings that front Vaile Street have access via four different connections to the footpath.

3.1.6 Brady Street has a sealed width of approximately 11m. It is generally flat between Roche Street and Palmer Street. It has no line marking other than that at the Roche Street intersection. The width is adequate for two-way traffic movement and parking on both sides. There are footpaths on both sides of the road. The intersection with Palmer Street is unmarked and T-intersection rules apply. Brady Street is shown as Figure 5.



Figure 5: Brady Street, viewed looking East (Site and Rear Garage Access on Left)

- 3.1.7 Freeman Court has one existing vehicle crossing to Brady Street, which can be seen above on Figure 5. This provides access to the rear of the building.
- 3.1.8 Palmer Street has a sealed width of approximately 11m. It is generally flat and has no line marking other than at the intersection with Vaile Street. The width is adequate for two-way traffic movement and parking on both sides. There are footpaths on both sides of the road. The existing form of Palmer Street is shown as Figure 6.



Figure 6: Palmer Street, viewed looking North (site on left)

- 3.1.9 There are two existing vehicle crossings to Palmer Street. One is located approximately 10m from the Vaile Street intersection. There is no driveway provided beyond the footpath at this crossing. The second vehicle crossing is located between buildings 210 and 226, approximately midway along Palmer Street.
- 3.1.10 It is understood that visitors and staff make use of on-street parking, primarily on Roche Street for Freeman House and Palmer Street for the other units. On-street parking demands in the area are light, in keeping with the residential nature of the surrounding land use.
- 3.1.11 Most of the freestanding buildings do not have vehicle access or on-site parking. Habitat advises that vehicle ownership in the resident community is low, with only four of the 36 existing residents owning a vehicle.

## 3.2 Traffic Volumes

3.2.1 The Mobileroad website gives the following daily traffic volumes (in vehicles per day (vpd)) and heavy commercial vehicle (HCV) proportions on the roads fronting the site.

Table 1: Existing Daily Traffic Volumes (Source: Mobileroad.org)

Road	Count (vpd)	% HCV
Roche Street	1,745	4.9%
Vaile Street	4,705	6.0%
Palmer Street	280	5.2%
Brady Street	825	4.3%

## 3.3 Road Safety

3.3.1 The Waka Kotahi Crash Analysis System (CAS) was used to review the road safety history of the area surrounding the site. The search covered the Roche Street, Vaile Street, Palmer Street and Brady Street block, including all four intersections. The time-period reviewed was 2016 to 2020 inclusive, plus any available data from 2021.

3.3.2 A total of seven crashes were reported in the study area, one involved minor injury and six resulted in no injury. Five of the seven crashes occurred at the Roche Street/Vaile Street intersection. All involved drivers on Roche Street failing to give way, two from the Roche Street north approach and three from the Roche Street south approach.

3.3.3 These crashes occurred at varying times of the day covering morning, afternoon, and evening, in various weather conditions. It is not clear from the CAS records why drivers are sometimes failing to react to vehicles on Vaile Street. Potentially, the 50m spacing between the intersection and the Vaile Street/Bank Street roundabout is not allowing adequate reaction time. This could potentially be addressed with traffic calming, such as a raised table across Vaile Street, to slow the speed of vehicle exiting the roundabout.

3.3.4 To the south, it is possible that vehicles parked in the Vaile Street shoulder are obstructing visibility for drivers waiting at the Give Way lines. This could be addressed with yellow no stopping lines on both sides of Vaile Street in the vicinity of the intersection. These are existing issues, not directly attributable to the existing or proposed development.

- 3.3.5 One minor injury crash occurred at the Vaile Street/Palmer Street intersection, when a southbound driver on Palmer Street failed to give way to an eastbound vehicle on Vaile Street.
- 3.3.6 A further non-injury crash was reported when a vehicle parked on Roche Street facing west reversed into another parked vehicle and left the scene.
- 3.3.7 The overall safety performance of the area, particularly in terms of injury crashes, does not indicate any underlying issues on the network that could be exacerbated by the proposed activity.

## **4.0 Sustainable Travel Modes**

### **4.1 Walking and Cycling**

- 4.1.1 Footpaths are provided on both sides of all roads fronting the site. There is a central pedestrian refuge island near the north end of Freeman Court to assist pedestrians crossing Roche Street. The Roche Street and Palmer Street intersections with Vaile Street, and the Roche Street/Brady Street intersection all have throat islands with pedestrian cut throughs. Cyclists share the road carriageway with general traffic. Examples of existing paths and crossings around the site are shown as Figure 7, Figure 8, and Figure 9.



Figure 7: Pedestrian Facilities at Palmer Street/Vaile Street



Figure 8: Roche Street Pedestrian Crossing, north of Freeman Court Building



**Figure 9: Pedestrian Facilities at Palmer Street/Brady Street**

4.1.2 The site location achieves a score of 84/100 for walkability using the Walk Score® tool. This indicates that most errands (visits to local shops, services, and activities) can be accomplished on foot. Figure 10 and Figure 11 show 10-minute and 20-minute walking catchments respectively, using the current location of the Freeman Court as the reference address.





Figure 10: 10-minute Walking Catchment (Source: Walkscore.com)



Figure 11: 20-minute Walking Catchment (Source: Walkscore.com)

## 4.2 Public Transport

4.2.1 The Route 24 bus service runs between Te Awamutu and Hamilton around nine times per day during the week and four times daily at the weekend. There is a hail and ride extension to Kihikihi twice each day along Sloane Street. The nearest stops are on Gorst Avenue, approximately 900m (approximately a ten-minute walk) from the site.

## **5.0 Committed Environmental Changes**

- 5.1.1 No specific projects are identified in the Waipa Long Term Plan (2021-2031) or known to be committed or planned in the vicinity of the site that would affect the transportation environment in the area.
- 5.1.2 There is a general focus on urban mobility and providing improved connections within Te Awamutu and other townships for people moving around on foot, bike and scooter.

## **6.0 Development Proposal**

### **6.1 Existing Activity**

- 6.1.1 The site is an independent living facility for older people. Rooms are provided on a permanent or short-term stay basis. On site staff are available 24 hours a day and are supported by various service providers as required.
- 6.1.2 The complex includes 44 single bedroom units in the building on the south-west corner of the site and 12 free-standing buildings that collectively provide 36 dwellings along the Palmer Street frontage. One building is used as a communal library.
- 6.1.3 The Freeman Court building has a drop off area accessed from two vehicle crossings on Roche Street. This has capacity for approximately four vehicles at a time, and there is one parking space clear of the circulation route.
- 6.1.4 There is also a service access to the rear of the building from Brady Street. This provides access to an existing shed at the rear of the building. The existing site layout is shown as Figure 12.

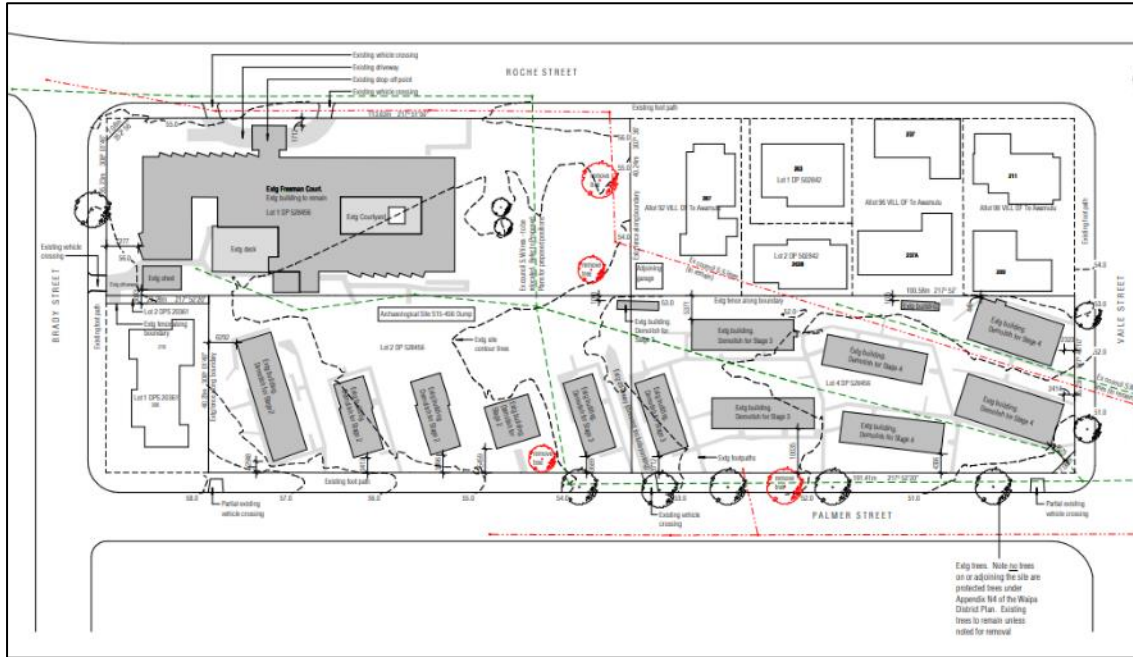


Figure 12: Existing Site Layout (Source: Edwards White)

- 6.1.5 It is understood that visitors and staff make use of on-street parking, primarily on Roche Street for Freeman Court, and Palmer Street for the other units. On-street parking demands in the area are light, in keeping with the residential nature of the surrounding land use.
- 6.1.6 There are three existing vehicle crossings to Palmer Street. One is located approximately 10m from the Vaile Street intersection. There is no driveway provided beyond the footpath at this crossing. The second vehicle crossing is located between buildings 210 and 226, approximately midway along Palmer Street. It serves an existing driveway. The third is located approximately 30m from Brady Street. It also has no driveway formed beyond the footpath.
- 6.1.7 Most of the freestanding buildings do not have vehicle access or formal on-site parking. Habitat advises that vehicle ownership in the resident community is low, with only four of the 36 existing residents owning a vehicle.

## 6.2 Proposed Development

6.2.1 Habitat proposes to demolish the existing freestanding dwellings and replace them with more modern buildings providing 77 units and three commercial tenancies. The project will be staged as follows:

- Stage 1 10 one-bedroom units
- Stage 2 24 one-bedroom units
- Stage 3 12 one-bedroom units
- Stage 4 31 two-bedroom apartments and 3 commercial tenancies (376m<sup>2</sup>)

6.2.2 The existing Freeman Court facility on the south-west corner of the site is not proposed to change and does not form part of the Application.

6.2.3 The three commercial tenancies are expected to be approximately 86m<sup>2</sup>, 111m<sup>2</sup>, and 176m<sup>2</sup>. The nature of the commercial activities is not known at this stage of the project. They are likely to be activities that complement the surrounding development, such as small studio offices and a café.

6.2.4 Two new parking areas are proposed with an overall supply of 35 general parking spaces, three accessible spaces, three loading spaces (one heavy goods vehicle (HGV)) and two light vehicle), and an ambulance space.

6.2.5 A network of paths is proposed to connect the road frontages and carparks with the existing and proposed activities and their on-site facilities including communal open space, playground, and parking areas for bicycles and mobility scooters.

6.2.6 The proposed concept layout is shown as Figure 13. The indicative landscape plan showing pedestrian connectivity is shown as Figure 14. Perspective views are shown as Figure 15 and Figure 16.

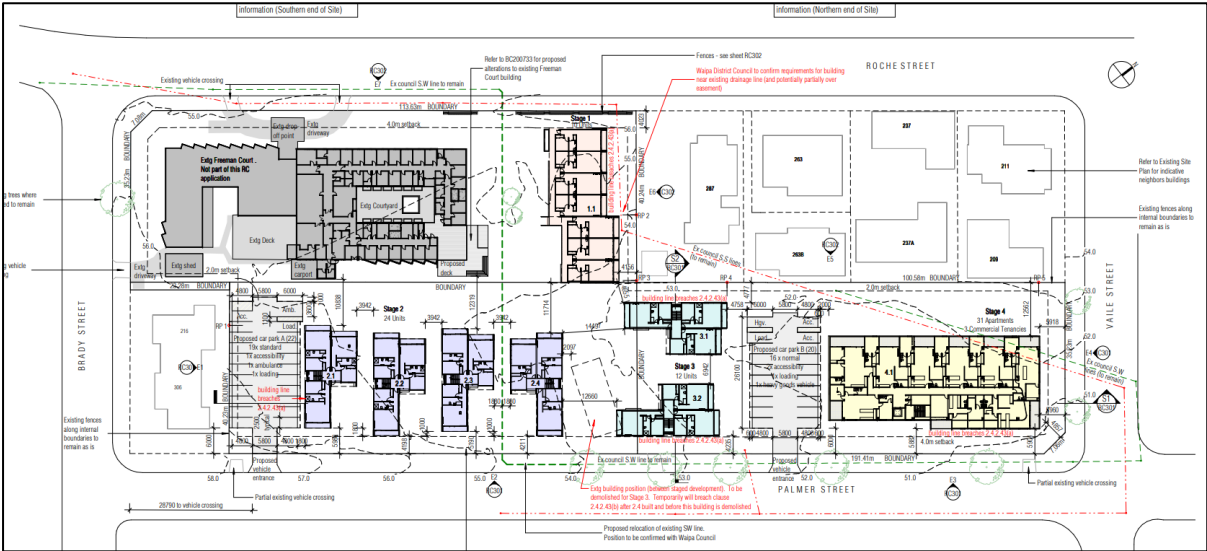


Figure 13: Concept Layout (Prepared by Edwards White)

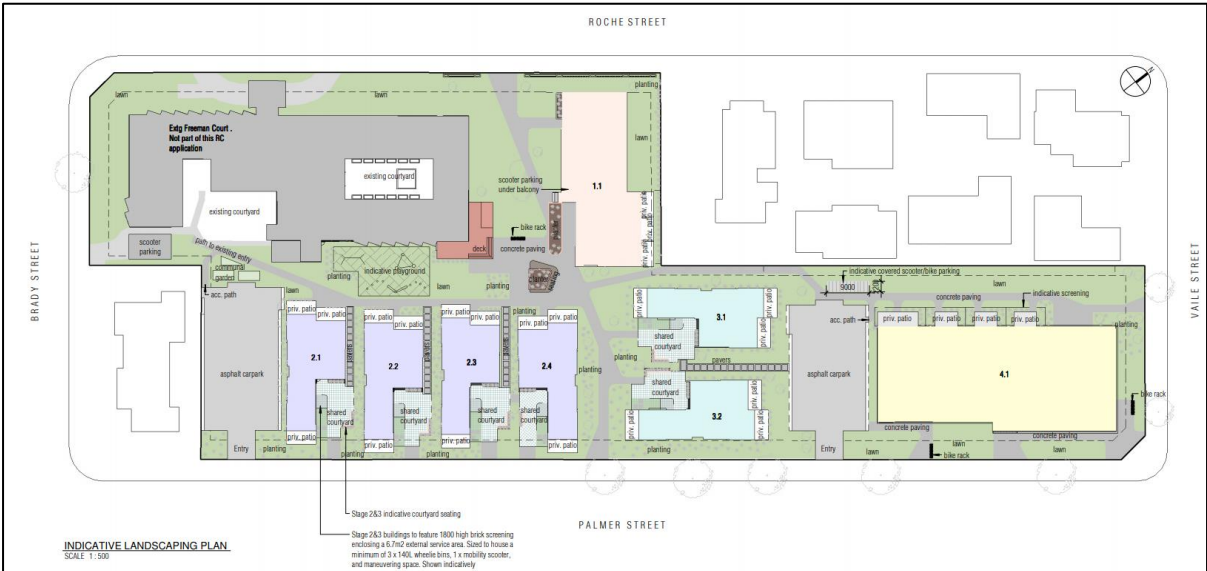


Figure 14: Indicative Landscaping Plan (Prepared by Edwards White)



Figure 15: Perspective View from Palmer/Vaile Corner (Prepared by Edwards White)



Figure 16: Perspective View from Vaile/Roche Corner (Prepared by Edwards White)

6.2.7 The project is expected to take approximately 10 years to complete in full. The site will remain owned by Habitat. No subdivision or unit titles are envisaged.

### **6.3 Access**

- 6.3.1 Two new vehicle accesses are proposed to Palmer Street, serving the two parking areas. The existing vehicle crossings to Palmer Street will be closed. No vehicle access is proposed to Vaile Street.
- 6.3.2 No changes are proposed to the existing Freeman Court building. It will retain its vehicle accesses to Roche Street and Brady Street.
- 6.3.3 Walking routes are provided throughout the site, connecting to the Palmer Street, Roche Street, and Vaile Street frontages. These connect to common areas, carparks the playground, communal garden, and the existing Freeman Court building.

### **6.4 Traffic Generation**

- 6.4.1 Traffic generation has been assessed using the Waka Kotahi Research Report 453 (RR453). The relevant category for the proposed redevelopment is retirement unit, which is described as “an individual apartment for retirement purposes generally provided as part of a wider retirement complex or village”.
- 6.4.2 The commercial units have been assessed using a combination of the RR453 rates for office and café/restaurant activities. Allowance has been made for some internal use, where visits to tenancies are made as part of another trip to the site, which is already assessed in the traffic generation of the units themselves.
- 6.4.3 The expected traffic generation and parking demand characteristics of the existing activity are summarised in Table 2. The table shows the expected peak hour traffic generation in vehicle movements per hour (vph) and the daily generation in vehicle movements per day (vpd). The assessment captures all traffic movements, generated by residents, staff and visitors.

Table 2: Traffic Generation Assessment

Scenario	Category	Units	Peak Hour		Daily	
			Rate	vph	Rate	vpd
Existing Activity	Retirement Units	36 Units	0.3/unit	11	2.6/unit	94
	<b>Total</b>	-	-	<b>11</b>	-	<b>94</b>
Proposed Activity	Retirement Units	77 Units	0.3/unit	23	2.6/unit	200
	Commercial Units <sup>1</sup>	376m <sup>2</sup>	2.7/100m <sup>2</sup>	10	22.0/100m <sup>2</sup>	83
	<b>Total</b>	-	-	<b>33</b>	-	<b>283</b>
Change			-	22	-	189

6.4.4 Overall, with the RR453 rates applied, the existing activities on the site are expected to generate approximately 94 vehicle movements per day, including up to 11 vph at peak times. Given the existing layout of the site, with limited on-site parking, most of these traffic movements will be occurring the frontage roads as people arrive and depart from on-street parking spaces.

6.4.5 Following the redevelopment, the traffic generation potential of the site increases by 22 vph and 189 vpd, taking the expected totals to 33 vph and 283 vpd. These totals would be shared across the two vehicle accesses to the parking areas. Some use of on-street parking may also continue along Palmer Street.

6.4.6 As discussed further below, the RR453 guidance is based on an expectation that the retirement units generate demand for one parking space each, indicating a level of car ownership that is much higher than what is currently experienced at Freeman Court. The estimates in Table 2 are therefore a robust estimate of the traffic generation potential of the existing and proposed activities.

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<sup>1</sup> Commercial unit rate calculated from 50<sup>th</sup> percentile RR453 rates for offices (1.6 vph/100m<sup>2</sup> and 19.6 vpd/100m<sup>2</sup>) applied to two tenancies (265m<sup>2</sup>), and rates for restaurant (0.6 vph/seat and 3.7 vpd/seat) applied to one tenancy (111m<sup>2</sup>) assuming 60% public floor area and one seat per 3m<sup>2</sup>. 50% of café trips and 20% of office trips assumed to be internal to site.



## 6.5 Parking

6.5.1 RR453 gives an expected parking demand rate of 1.0 spaces/unit for retirement units. This rate captures peak period demands associated with vehicles owned by residents, as well as demands generated by staff and visitors. Applying these rates to the existing activity gives a demand of 36 spaces.

6.5.2 Habitat advises that only four of the 36 residents (11%) in the existing independent units have a vehicle. The RR453 rate has therefore been adjusted down to 0.3 spaces/unit to reflect the nature of the development. This allows for some increase in vehicle ownership (to 20%) and assumes one visitor or staff member on site for every ten residents, at any time. Table 3 shows the parking demand assessment for the existing and proposed developments. Commercial units have again been assessed using a combined office/café rate.

**Table 3: Parking Demand Assessment**

Scenario	Category	Units	Parking	
			Rate	Spaces
Existing Activity	Retirement Units	36 Units	0.3/unit	11
	<b>Total</b>	-	-	<b>11</b>
Proposed Activity	Retirement Units	77 Units	0.3/unit	23
	Commercial Units <sup>2</sup>	376m <sup>2</sup>	4.9/100m <sup>2</sup>	18
	<b>Total</b>	-	-	<b>41</b>
Change	-	-	-	30

6.5.3 The total parking demand associated with the redevelopment, including the allowance for some growth in vehicle ownership, is 41 spaces. This is an increase of 30 compared to the existing activity with the same assumptions applied.

6.5.4 This approximately matches the proposed supply of 38 spaces proposed on site. As noted in the traffic generation assessment, this analysis is conservatively robust as it assumes a

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<sup>2</sup> Commercial unit rate calculated from 50<sup>th</sup> percentile RR453 rates for offices (2.7 spaces/100m<sup>2</sup>) applied to two tenancies (265m<sup>2</sup>), and rates for restaurant (0.5 spaces/seat) applied to one tenancy (111m<sup>2</sup>) assuming 60% public floor area and one seat per 3m<sup>2</sup>. Internal reduction factors not applied since people undertaking multi-purpose visits to site have a longer length of stay.

higher rate of car ownership among the resident community, compared to what currently exists. On that basis, the potential for overspill parking is assessed as minimal.

6.5.5 The parking areas have been designed as 2.5m wide, 4.8m deep (to the kerb) with a 5.8m aisle width. These dimensions match those in WDC ODP Appendix T2. Accessible spaces are 3.6m wide, exceeding the requirements of NZS4121. A 1m aisle extension is provided at the end of each carpark to assist with manoeuvring.

6.5.6 In accordance with the ODP, the retirement village activity has one loading space (for a car) and one ambulance space. Although the commercial tenants are not known at this stage, an allocation of one HGV bay (the ODP requirement for a café) and one car loading space (the ODP requirement for an office) has been made for the combined commercial tenancies.

6.5.7 The dimensional characteristics of the southern (Carpark A) and northern (Carpark B) areas are shown as Figure 17.

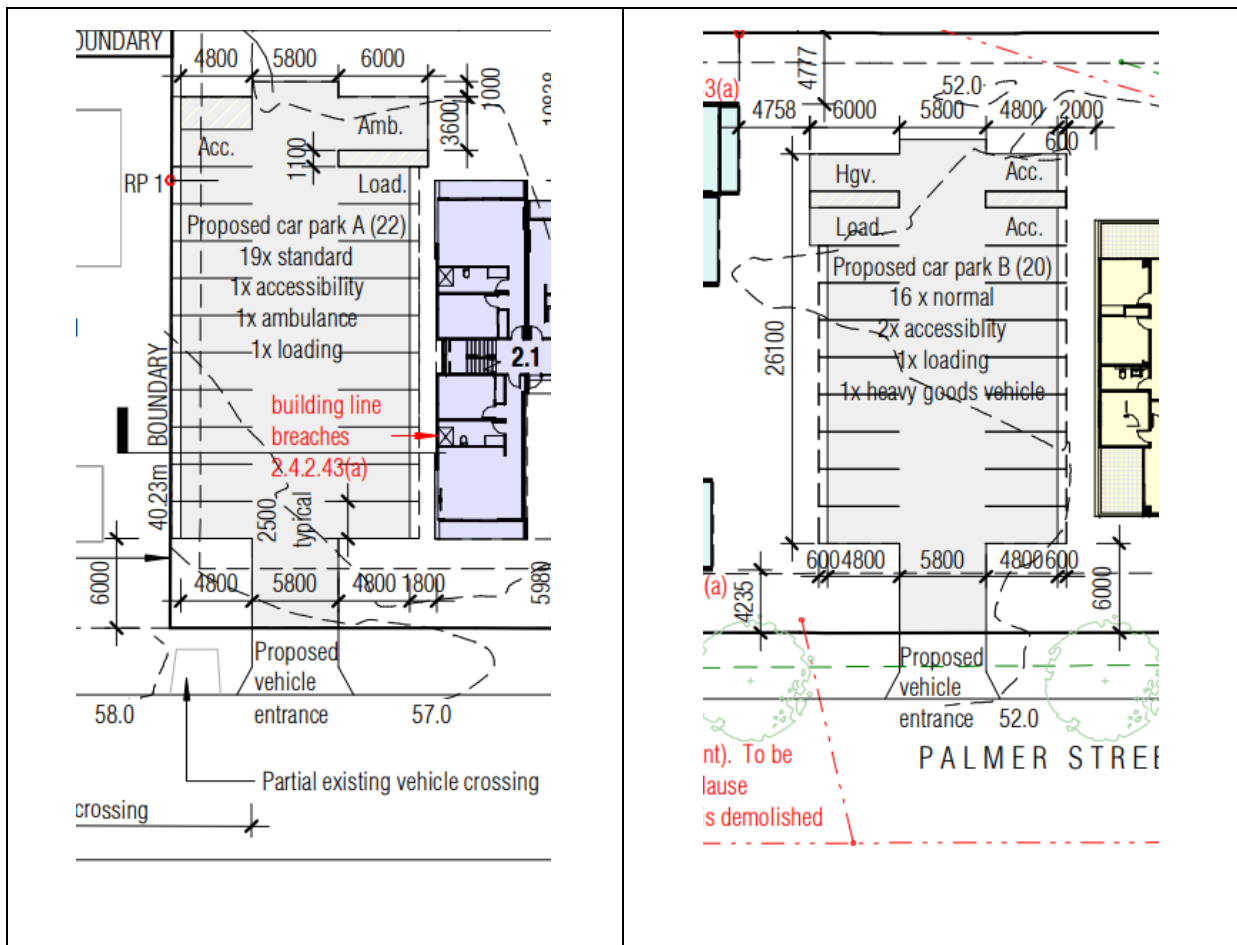


Figure 17: Parking Area Layouts

## **7.0 Assessment of Effects**

### **7.1 Traffic Effects**

7.1.1 The proposed redevelopment is expected to increase peak hour demands by some 22 vph. These movements will be spread across two parking areas and will distribute in two directions on Palmer Street, adding approximately one new vehicle movement every five minutes to the intersections at either end.

7.1.2 This level of change is unlikely to be perceptible and is not expected to generate adverse operational or capacity effects on the network.

### **7.2 Access Effects**

7.2.1 Access to the site has been consolidated to two points on Palmer Street, which is a local road and has the lowest volume of all the site frontage roads.

7.2.2 For sight distance requirements, the ODP refers to the Regional Infrastructure Technical Specification, which in turn refers to RTS 6 (Guidelines for visibility at driveways). Low volume driveways on local roads in 50km/h speed environments are recommended to provide 40m of sight distance.

7.2.3 This can be achieved in both directions from Carpark B. It can also be achieved to the north from Carpark A. To the south from Carpark A, there is approximately 30m available to the end of Palmer Street. Vehicles entering this end of Palmer Street are making a 90-degree through the intersection from Brady Street and can reasonably be expected to be travelling at less than 50km/h.

7.2.4 On this basis, the available sight distances at both Palmer Street accesses are assessed as appropriate for the environment. The accesses also meet the relevant ODP standards for separation from intersections and other access and are expected to appropriately meet the needs of the activity.

### **7.3 Parking Effects**

- 7.3.1 A total of 38 parking spaces (including three accessible spaces), two light vehicle loading spaces, one HGV loading space, and one ambulance space are proposed to be provided on site.
- 7.3.2 A robust assessment of demand from the proposed independent living units and commercial activities resulted in a forecast of up to 40 spaces at any one time. The proposed supply approximately matches this. The potential for overspill parking is assessed as minimal but if it eventuates, it can be appropriately accommodated as on-street parking on Palmer Street.
- 7.3.3 The existing activity is nearly entirely reliant on on-street parking at present (for a low number of resident vehicles and visitor parking). The introduction of on-site parking provides an additional resource and is expected to result in no net increase in demand for on-street parking in the area.

### **7.4 Road Safety Effects**

- 7.4.1 The road safety history assessed at Section 3.3 does not indicate any underlying issues with the transport network in this area.
- 7.4.2 Vehicle access to the site can meet the relevant ODP standards and has been located on the lowest volume frontage to minimise potential conflict points and simplify the environment where people are turning to and from the site.

### **7.5 Active Travel Effects**

- 7.5.1 The site is well located in terms of walkability to local shops and services in the Te Awamutu CBD and surrounding areas. It also has a network of paths and crossings along frontage roads and intersections.

7.5.2 Walking, cycling and travel by mobility scooter is supported through the proposed design. This includes pedestrian and cycle access to three frontage roads, and a network of connected paths through the site. Cycle and scooter parking is provided at various points around the site for residents and visitors.

## 8.0 Planning Framework

8.1.1 Table 4 summarises the compliance of the proposed development with the relevant transportation criteria from the ODP.

Table 4: District Plan Compliance Assessment

Rule	Requirement	Proposed	Compliance
<b>Road Hierarchy</b>			
16.4.2.1	All structure plans, plan changes, developments, and subdivision must be consistent with the road hierarchy, as contained in Appendix T5.	No changes to the road hierarchy are proposed.	Complies
16.4.2.2	To maintain the effectiveness of the road hierarchy, a road network must be designed so that a road connects to a road at the same level in the hierarchy, or directly above or below its place in the hierarchy	No road network additions are included as part of the proposed activity.	N/A
16.4.2.3	To maintain the effectiveness of the road hierarchy, when a site has two road frontages, vehicle access and egress must be from the lesser road type	All frontages are local roads.	Complies
<b>Vehicular Access to Sites in All Zones</b>			
16.4.2.4	Every site shall be provided with vehicle access to a formed road that is constructed to a permanent standard. The vehicle access shall be designed to accommodate the demands of all traffic from the activity on that site, taking into account the form and function of the road.	Site access is provided to a formed road. The accesses have been designed to accommodate the expected demands.	Complies
<b>Vehicle Entrance Separation from Intersections and Other Vehicle Entrances</b>			
16.4.2.5	The minimum distance of a vehicle entrance (accessway) from an intersection or other entrance shall be as follows. Values K, M and N are 30m, 20m, and less than 4m or greater than 11m, respectively for the site as the frontage road speed limit	Both accesses are at least 20m from the intersections at the ends of Palmer Street (dimension M). They are also more than 11m from	Complies

	is 50km/h	each other.	
<b>Vehicle Entrance Separation from Railway Level Crossings</b>			
16.4.2.6	New vehicle access ways shall be located a minimum of 30m from a railway level crossing.	No level crossings are near the site.	Complies
<b>Minimum Sight Distance Requirements for a Railway Level Crossing</b>			
16.4.2.7	Any buildings, structure or land use shall be located to comply with the minimum rail level crossing sightline requirements within Appendix T2.	No level crossings are near the site.	Complies
<b>Vehicle Access to Compact Housing Development</b>			
16.4.2.8	Compact housing development must only have one access point to a strategic road	N/A	N/A
<b>Vehicle Access to Sites in the Industrial Zone</b>			
16.4.2.12	Where a site has a frontage greater than 50m to a road which is not a State Highway or a major arterial road, two vehicle crossings will be allowed from that road, subject to the requirements of Rule 16.4.2.5.	Two crossings are permitted, two proposed.	Complies
<b>Parking, Loading and Manoeuvring Area</b>			
16.4.2.13	All activities that involve the erection, construction or substantial reconstruction, alteration or addition to a building on any site, or changes the use of any land or building, shall provide loading/unloading for vehicles on the site as set out in Appendix T1.	Retirement villages are required to provide 1 space for a 90-percentile car and 1 space for an ambulance.  Cafes are required to provide 1 HGV bay.  Offices are required to provide a space for a 90-percentile car.	Complies <sup>3</sup>
16.4.2.14	Vehicle parking (if provided), loading/unloading, and manoeuvring areas shall: (a) Not encroach on any setback, outdoor living area, or bicycle parking spaces; and loading/unloading areas and manoeuvring areas shall not encroach over vehicle parking spaces; and (b) Be designed, formed, and constructed in accordance with Appendix T2 and ensure that the surface of the required area	Parking and loading areas and accesses are proposed to be formed to the relevant permanent standards.	Compliance expected.

<sup>3</sup> On the basis that multiple tenancies can share the same loading space, or another of the general parking spaces (not otherwise required by the ODP) could be reallocated in future if required.

	<p>provides a dust free environment; and</p> <p>(c) Provide for the safe and efficient disposal of surface stormwater clear of any adjoining access or road surface in a way that does not result in ponding or scouring; and</p> <p>(d) Be constructed to accommodate the anticipated use of the area by all traffic likely to access the site in the zone in which it is located, including construction traffic taking into account pavement, surfacing, demarcation of spaces, aisles and circulation roads; and</p> <p>(e) Be provided on the site on which the building, activity or proposal is located, except where the provisions of Rules 16.4.2.15 and 16.4.2.16 apply.</p>		
<b>Car Park Landscaping and Lighting</b>			
16.4.2.20	<p>Other than in the St Peters School Zone, all car parks must:</p> <p>(a) Provide at least one tree planted for every 5 car parking spaces at a grade of no less than PB95. For avoidance of doubt, PB95 is equivalent to a tree that is at least 1.5m tall at the time of planting; and</p> <p>(b) Ensure lighting is designed to avoid shading areas or isolating areas of public use.</p>	Refer to landscape assessment.	
<b>Provision of Bicycle Parking Facilities</b>			
16.4.2.21	In areas other than the Rural Zone and Pedestrian Frontages, activities employing more than ten people must provide bicycle parking facilities at a rate of one bicycle park for every ten people employed	Number of employees not known but provision has been made for cycle parking in four different areas (20 spaces total).	Compliance expected
<b>Provision of an Integrated Transportation Assessment</b>			
16.4.2.22	A Simple or Broad Integrated Transport Assessment (ITA) shall be prepared for activities as required by this rule. A Simple ITA is required for a development generating more than 250 'car equivalents' onto a Collector Road	Site is expected to generate 276 ecm/day. Simple ITA is required.	Satisfied by this Report.

- 8.1.1 The Table illustrates that the proposed activity is expected to comply with the relevant ODP rules.
- 8.1.2 Although the tenants of the commercial areas are not yet known, Carpark B includes an allocation of one HGV loading space (suitable for a small truck) and one car loading space. This satisfies the requirement for a café and an office. Should the three tenancies each require individual loading spaces, there is also potential to reallocate another general space (not otherwise required by the ODP) for this purpose in the future.

## **9.0 Conclusions and Recommendations**

- 9.1 Habitat for Humanity proposes to redevelop the Freeman Court facility in four stages over the next 10 years. The redevelopment will modernise the eastern area of the site and increase the number of units from the existing 36 to 77. Three small commercial tenancies (376m<sup>2</sup> in total) are also proposed to be integrated in the Stage 4 apartment building.
- 9.2 The Freeman Court building that fronts Roche Street will remain unchanged in terms of its function and vehicle accesses. It will however be integrated into the overall design of the site and its common areas and walking paths.
- 9.3 The site provides accommodation for older people who typically have low reliance on private vehicle travel, and low rates of vehicle ownership. Conservatively allowing for some increase in this over time, the redevelopment is expected to add some 22 vph and 189 vpd to the surrounding network. This level of additional demand is not assessed as generating adverse safety and efficiency effects.
- 9.4 Two new parking areas are proposed to provide for resident, staff, and visitor parking, as well as loading needs (three spaces) and an ambulance parking space. These areas and their accesses have been designed in accordance with WDC ODP standards and are expected to appropriately support the needs of the activity.
- 9.5 Walking, cycling, and mobility scooter travel is supported through a connected network of internal paths and connections to Roche Street, Palmer Street and Vaile Street. This site is



well located in relation to access to local shops and services in Te Awamutu, being within 500m of the CBD.

9.6 Overall, it is concluded that the site can be appropriately integrated with the surrounding transport network, and there are no transportation reasons why consent cannot be granted.

CKL