

Home Centre Properties SH1 / Grants Road Development

Transport RFI Questions

Prepared for	Timaru District Council
Project number	TDC-J054
Revision	A
Issue date	07 August 2025
Prepared by	Dave Smith, Technical Director
Reviewed by	Logan Copland, Principal Transport Planner

1. Introduction

A fast food development is proposed on the southwest corner of the SH1 / Grants Road intersection, including three tenancies each with car parking and drive thru lanes. This technical note captures RFI questions in relation to a review of transport-related matters including a review of the Integrated Transport Assessment (ITA) report prepared by Avanzar dated April 2025.

2. Questions

- ITA paragraph 12 – noted that the timing of the opening of each of the three restaurants is staged “so that the effect of the initial traffic generation does not create queuing onto the road and operational teething issues can be managed”. Please confirm this is addressed through a condition of consent.
- ITA paragraph 12 – note that a TMP will be prepared prior to opening “*to manage the anticipated demand and the effects this creates on site*”. Please confirm this is addressed through a condition of consent.
- ITA paragraph 14 – the current temporary status of the SH1 / Grants Road signals is acknowledged. Please advise whether the proposal is reliant on the final design of the intersection being identified and operational.
- ITA paragraphs 24-26 – relating to the NZTA designation. Please provide a copy of NZTA approval once received including confirmation that the design of the site integrates with SH1 future plans.
- ITA Tables 5.47-5.49 – the traffic generation source is considered appropriate. Noting the higher site peak hour rates both on weekdays and weekends, can an assessment of the operation of the Grants Road access (such as that in paragraph 54) be undertaken based on the higher rates. This should also include any known or likely growth in Grants Road traffic relating to the Showgrounds development.
- ITA paragraphs 37-38 – please provide an assessment of parking demand based on standard industry rates for similar activities. It is noted that the same source as used for traffic generation

rates provides a parking rate of 1 space per two or three seats (refer section 8.5.6) whereas only 1 space per 4.2 spaces is provided. Should there be a shortfall please provide commentary as to likely alternative parking locations in terms of manoeuvring within the site to exit, and how parking spillover can be addressed, noting that much of the length of Grants Road (from SH1 – Bouverie St) is anticipated to be taken up with staff parking.

- ITA paragraphs 47 – stated that *“the loading space will be used before 10am when the Popeyes opens. This will ensure that there is minimal activity on site when accessing or leaving the loading bay. A condition to that effect is recommended”*. We agree with this statement. Please include a condition of consent to address this such that all deliveries and rubbish collection will take place prior to 10am.
- ITA paragraphs 52 - Will parking need to be removed along Grants Road to achieve the sight distance stated to the southwest? Similarly is any parking proposed to be removed to provide sufficiently visibility to the northeast (SH1) side of the vehicle crossing?
- ITA section 8 – Please provide details to demonstrate that the SIDRA model has been appropriately calibrated based on observed delays and/or queuing at the intersection. Noting the higher traffic generation of the site on weekends, can an assessment of weekend peak also be undertaken including calibration as appropriate.

2.1 Compliance assessment and design considerations

- Please undertake vehicle tracking of the drive through lanes to confirm they are appropriately designed in accordance with rule 6.7.2(1)c
- Can more details be provided as to how deliveries and other servicing of the site will operate including rubbish collection? How are conflicts going to be managed if the service lane is in use and another service vehicle arrives?
- Will all service vehicles enter via the SH1 vehicle crossing? Noting they will exit via Grants Road can vehicle tracking be provided to demonstrate that customer vehicles and an 8m rigid truck can safely pass each other in the carpark including negotiating the corner adjacent to the Grants Road access?
- If vehicles are unable to find a park, please provide an assessment that demonstrates (via vehicle tracking) they can safely and efficiently manoeuvre at the southern end of site, noting potential conflicts with traffic entering via the vehicle crossing and service lane (and associated potential queueing effects on SH1).
- Please assess the likelihood that a service vehicle, drive thru vehicle or parking manoeuvring (associated with spaces 31 and 32) may impede vehicles entering the site via SH1 vehicle crossing including potential safety and operational effects on SH1 northbound traffic.
- The design includes two drive thru exits and entries immediately adjacent to one another. Please provide an assessment of the conflicting vehicle movements into and out of the adjacent drive-thrus.

Auckland

Level 1/70 Shortland Street

Auckland 1010

Aotearoa New Zealand

Wellington

Level 1/119-123 Featherston Street

Wellington 6011

Aotearoa New Zealand

Christchurch

Level 1/137 Victoria Street

PO Box 36446, Merivale

Christchurch 8146

Aotearoa New Zealand

hello@abley.com

+64 3 377 4703

abley.com