
To: Kristine Bouw
Christchurch City Council

From: Chris Rossiter
Christchurch NZ Office

Date: November 11, 2020

Reference: Naval Point Redevelopment – Transport Design Statement

1 LOCATION

Naval Point includes 9.2 hectares of land within the 1909 – 1920 reclamation of land. The recreational fields are zoned in the Christchurch District Plan (2017) as Open Space Community Parks Zone and the waterfront area to the south zoned as Open Space Metropolitan Facilities Zone. These zones are bordered by the LPC Specific Purpose (Lyttelton Port) Zone to the north and east.

The area also sits within the statutory and Kaitaki role to be played being Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga.

Christchurch City Council owns the land located with the Open Space Community Parks Zone and the Open Space Metropolitan Facilities Zone. The remaining land is owned by Lyttelton Port Company and is used for marine and industrial use and is zoned as Specific Purpose (Lyttelton Port) Zone.

Godley Quay provides the only road access to the Naval Point area, which is significant as this area provides the only significant flat area in Lyttelton. This main access road provides key access not only to the recreation areas at Naval Point but also to commercial, industrial, marine, logistics, storage activities all served by Godley Quay.

2 LOCATION

The main public area includes a boat launch ramp, wind-surf ramps, freedom camping area and parking. The land-based activities include the Torpedo Boat Museum, Scout Hut and sports fields. The Naval Point Club is the largest single activity in the zone and has a secure area for boat storage, member parking and a boat launch ramp. There are a number of associated water sport clubs (Waka groups, Ocean Ski and Surf Life Saving Clubs) that also use the boat launch facilities.

Access to Naval Point is via Godley Quay and Charlotte Jane Quay. Godley Quay also provides access to the Te Ana Marina, fuel storage depot and ship repair / maintenance activity.

The Godley Quay / Charlotte Jane Quay intersection is configured as a priority cross-roads with Godley Quay as the priority road. Vehicle movements to south and east are generally heavy goods vehicles associated with the fuel depot. In practice, the very low volume of movements on Godley Quay south of the intersection and Charlotte Jane Quay east of the intersection means that drivers typically treat the movement from North to West or West to North as the priority road. However, the small radius corners mean that this does occur at low speed.

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3 DEVELOPMENT PLAN

3.1 OVERVIEW

The Naval Point Development Plan (DP) aims to give clearer direction for regular users and visitors to Naval Point by separating the access routes to the different activity areas. The Development Plan provides an overall vision for the site but is not a final or detailed design for the site, which will be developed as funding is made available to support the project.

Charlotte Jane Quay will continue to provide access to the western side of the site as well as a new larger, public car park for Magazine Bay visitors and the Stark Brothers facility. A new road will be constructed along the western boundary of the playing fields to provide access to a reconfigured public parking area and boat ramps. Godley Quay south of Charlotte Gray Quay will be widened to allow for two-way vehicle movement to a new parking area beside a new sports pavilion and direct access to the sea for public users and freedom campers.

The inclusion of three roads rather than just one will help to disperse movements across the recreational area and will simplify signage requirements to the different activity areas.

3.2 CHARLOTTE JANE QUAY

Charlotte Jane Quay will be reconstructed to provide a 7m wide, sealed carriageway between Godley Quay and the Naval Point Yacht Club. This road width is proposed so that it is suitable for two-way movement of large trucks associated with the Stark Brothers business and also vehicles towing boat trailers. The generally straight alignment and large radius curve means that good visibility will be available at all driveways.

3.3 GODLEY QUAY

Godley Quay south of Charlotte Jane Quay will be reconstructed as a 7m wide, sealed road with “No stopping” lines on each side of the road. It is recommended that vertical deflection devices are installed at regular intervals to contribute to speed control.

This road will continue to be used by vehicles associated with the fuel depot.

3.4 NEW ROAD / PUBLIC BOAT RAMP

A new, 7m wide road will be constructed to link Charlotte Jane Quay with the public boat ramp and associated trailer parking area. The new road will meet Charlotte Jane Quay at right angles and as the minor arm at the T-intersection. The proposed road width will ensure ensure that it is suitable for two -way movement of vehicles with boat trailers.

The road will be widened on the approach to the boat ramp to allow for two lanes on queuing to meet demands on busy days. The adjacent trailer parking area will be configured with 14m long, 60 degree angle parks and will have capacity for about 75 car and trailers. The aisle widths will be 10m wide which provides adequate space for vehicle manoeuvring.

The road alignment has been designed so that arriving vehicles can wait in an area where they have clear visibility of the boat ramp before entry and launch of their boat. Following the launch, the vehicles can move

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directly into the parking area. Upon return, parked vehicles would need to return to the entry route to the launch area.

3.5 NAVAL POINT YACHT CLUB AND ASSOCIATED CLUBS

The DP shows a large area of land being allocated to the Marine Rescue Centre Trust (Canterbury Coastguard, Naval Point Yacht Club) and the associated clubs. The DP indicates that this is sufficient to provide parking for at least 65 14m long boat&trailer parks, a large boat storage area and a grassed rigging area for dinghys.

The aisle widths within the boat&trailer parking area are shown as 10m wide which is sufficient to accommodate parking manoeuvres. The parking bays have been angled at 60 degrees to simplify entry and exit manoeuvres with boat trailers.

3.6 MARINE RESCUE CENTRE AND COASTGUARD

The DP shows land being allocated for the Marine Rescue Centre and Coastguard close to the public launch ramps. The existing boat launch ramp will be retained solely for use by these services so that there is no potential for obstruction by users of the other ramps.

3.7 MAGAZINE BAY / TORPEDO BOAT MUSEUM

The existing parking area for Magazine Bay berth holders and visitors will be expanded to about 50 spaces. This will provide sufficient capacity for the berth holders, visitors to Magazine Bay and the museum as well as members of the yacht club or associated clubs. This car park will be configured as standard parking and not designed for trailer parking.

3.8 WIND-SURFING

A small, stand-alone car park is proposed for wind-surfers at the southern end of the reserve area and adjacent to the existing toilet block. This has been located adjacent to a grassed area that provides space for rigging and is close to ramps.

The parking area is located to the south of the main public boat ramp. While access will be possible along the new access road at quiet times, on busy days, visitors may need to drive around the trailer parking area to access the car park to avoid the boat ramp manoeuvring area and any queues that are present.

3.9 PLAYING FIELDS / SCOUTS

Vehicle parking for the playing fields will be provided in two locations: right angle parking on Charlotte Jane Quay facing the playing fields and a car park with capacity for 160 vehicles between the pavilion and waterfront. An additional 20 spaces will be provided close to the scout hut.

The parking areas will generally be configured with 2.5m wide by 5.0m long parking bays which are suitable for the short-term parking demands anticipated in these areas. The parking bays beside the waterfront will be configured so that they are better suited to campervans. The parking aisles will have a minimum width of 7m which provides sufficient space for vehicle manoeuvring.

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3.10 PARKING

Parking demands at the Naval Point reserve are highly variable with a strong seasonal dependence as well as daily variations across the week because of club meeting schedules. Parking demands in the public parking area are also strongly influenced by the weather.

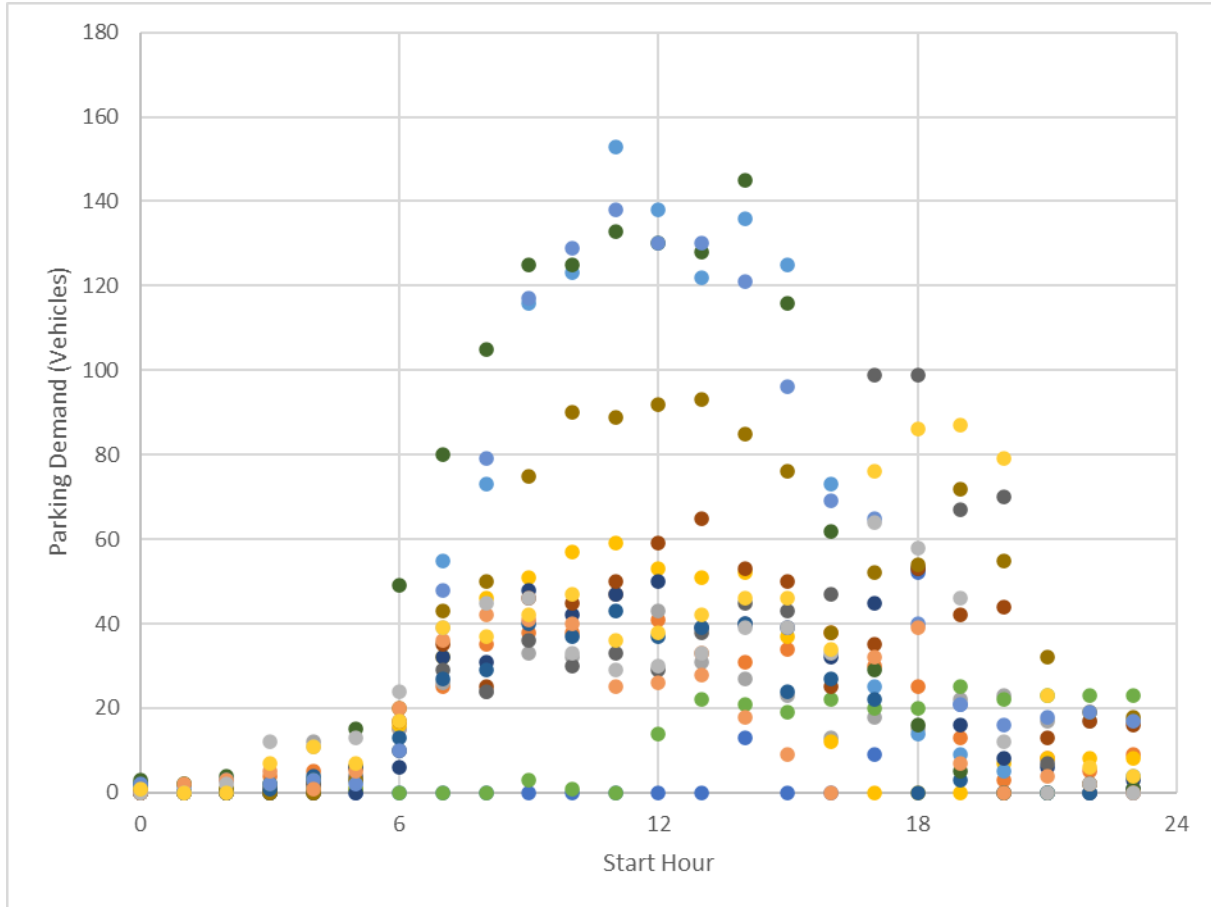
Analysis of vehicle movements on Godley Quay in January 2017 shown in Figure 1 suggested that the peak parking demands over that period were about 150 vehicles (cars plus car and trailer combinations) and occurred at the weekend. During the week, the highest parking demands of about 100 spaces occurred in the late afternoon.

A separate analysis of the parking demands has also been completed using information provided by clubs and other users to derive an estimate of likely demands taking into account the different peak periods of demand at different times of the year. Figure 2 shows the indicative daily parking demands generated by all activities during the summer. This suggests that on the busiest days of the year, the combined parking demands could reach about 250 spaces if the peaks for some of the higher demand activities coincided.

The DP includes large parking areas to meet the different demands associated with the various activities that take place in the reserve. The DP includes provision for about 140 car & trailer parks across the site plus about 280-small vehicle parks. While it is not possible or practical to meet the peak parking demands for each activity in a location immediately adjacent to the activity, there is sufficient parking within the wider reserve area to meet the anticipated parking demands although this may involve a slightly longer walking distance. Walking distances are generally less than 200m which provides a very good level of access. Overall, it has been concluded that the total amount of parking proposed will be sufficient to meet the demands of all activities anticipated in the area even after allowing for 20-30% growth compared with the modelled parking demand.

The generous configuration of the trailer parking areas means that there will be ample space for longer boat trailers and the wide aisles will accommodate manoeuvres. The boat trailer parking has been separated from light vehicle parking to minimize the potential for conflict between the different user groups.

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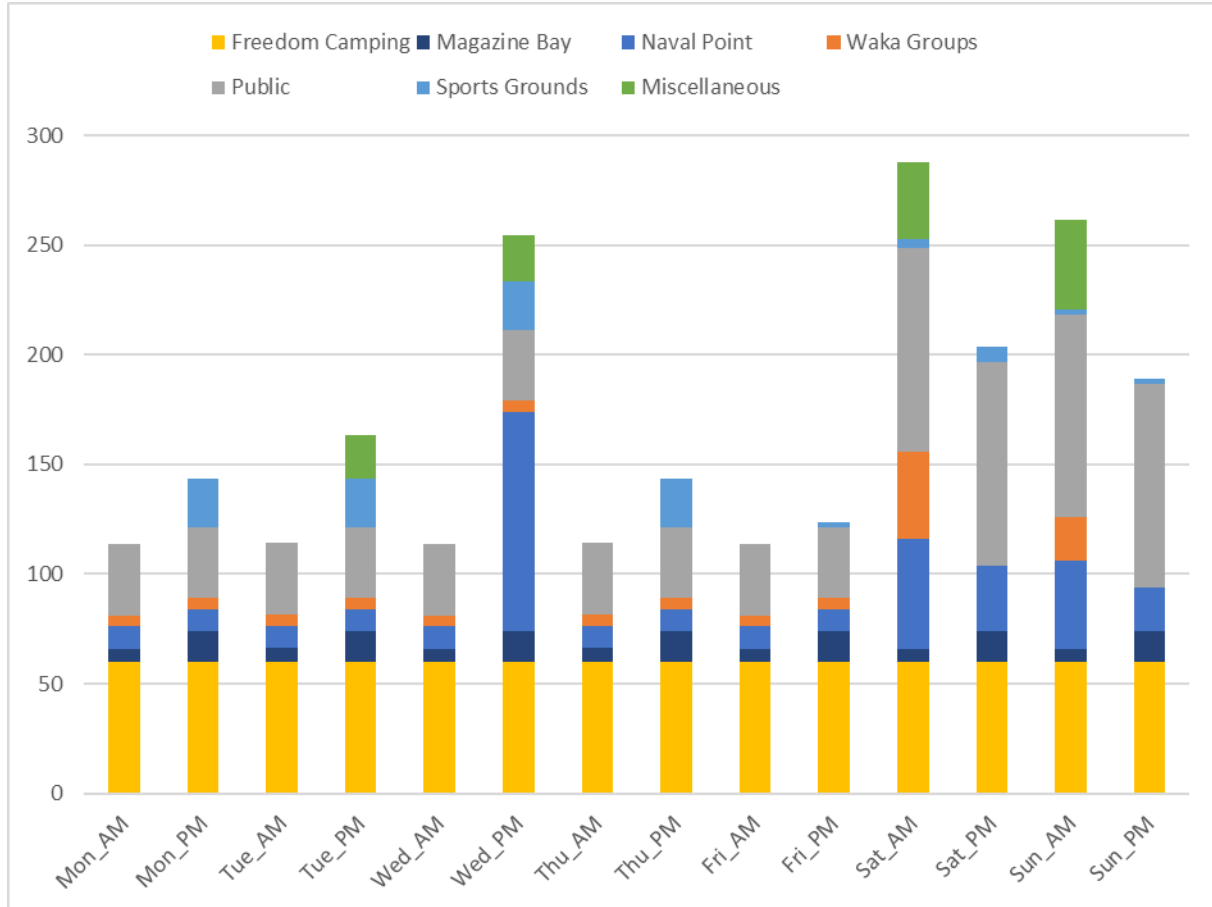


Figure 2: Parking Demands Model - Summer

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