

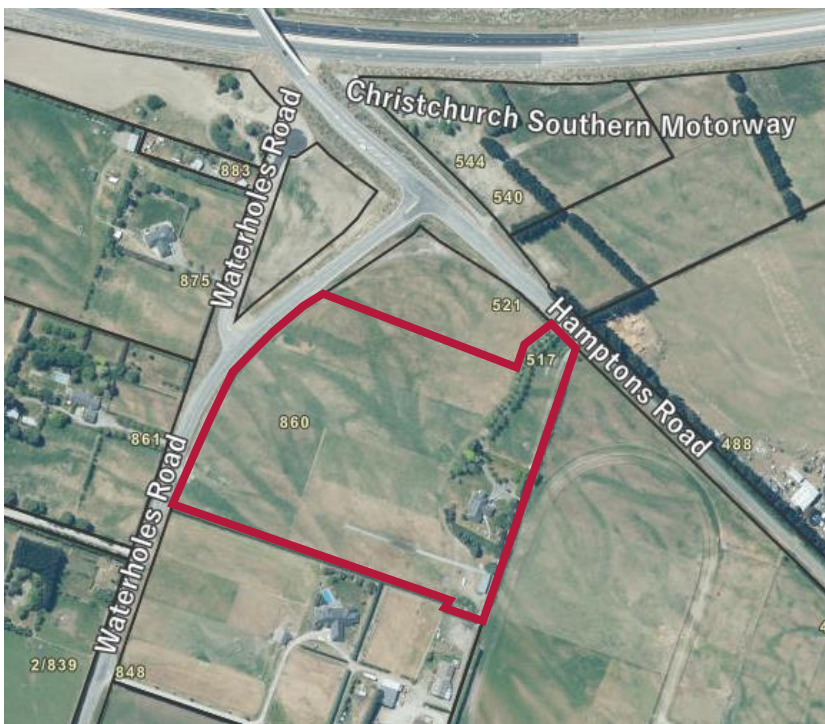
# Resource Consent Review - Transport

## RC245337 - 517 Hampton Road, Rolleston

<b>Prepared for</b>	Selwyn District Council
<b>Project number</b>	SDC-J082
<b>Issue date</b>	12 December 2024
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<b>Reviewed by</b>	Mat Collins, Associate Transportation Engineer

### 1. Introduction

Abley Limited (Abley) was engaged by Selwyn Council (Council) to provide independent transport planning advice in respect of a resource consent application to establish and operate a Temple at 517 Hamptons Road, Rolleston. The site location is indicated in Figure 1.1.



**Figure 1.1 Site location**

The key features of the proposal with respect to the potential transport-related effects are:

- A Temple is proposed in the General Rural Zone.
- The site will be served by two existing vehicle crossings, one on Hamptons Road and one on Waterholes Road.

- The vehicle access on Hamptons Road is proposed to be used by service/maintenance activities only.
- The vehicle access on Waterholes Road is proposed to be the main access to the site.
- A total of 20 formal onsite parking spaces are provided. Two of these are accessible parking spaces. The applicant seeks flexibility for providing additional informal parking spaces within grassed areas, to provide for overflow parking during larger events.

This review of the transportation effects of the proposal has been informed by an assessment of the transport rules and relevant assessment criteria in the Partially Operative Selwyn District Plan (District Plan). In preparing this review Abley has taken into consideration the following documents and correspondence:

- The Integrated Transport Assessment (ITA), prepared by Novo Group, dated 29 July 2024.
- The Application for Land Use Consent, prepared by Baseline Group, dated 10 May 2024.
- The architectural plans, prepared by Meta Architects Ltd, dated 6 May 2024.
- The s92 transport requests for further information, prepared and issued by Selwyn District Council, dated 5 June 2024.
- The s92 response to the above, prepared by Baseline Group, dated 19 September 2024.
- A second s92 transport request for further information, prepared by Abley and issued by Selwyn District Council, dated 11 October 2024.
- The second s92 response to the above, prepared by Baseline Group, dated 13 November 2024.
- Updated s92 response, prepared by Baseline Group and Novo Group, to reflect amendments to the site plan, received 3 December 2024.

The AEE states that the overall activity status is Discretionary. Abley's assessment proceeds on the basis of this stated activity status.

## 2. Selwyn Partially Operative District Plan (PODP)

Abley has assessed the proposal in accordance with the transport provisions of the PODP in the following tables.

Table 2.1 TRAN-Rules

Zone	Activity status / requirement	Activity status where compliance is not achieved	Compliance status	Comment
<b>TRAN-R4 Vehicle crossings</b>				
<b>GRUZ</b> <b>CORZ</b> <b>HOHZ</b>	<p><b>Activity status: <u>PER</u></b></p> <p>1. The establishment of a <u>vehicle crossing</u></p> <p><b>Where:</b></p> <ul style="list-style-type: none"> <li>a. the <u>vehicle crossing</u> is located no closer to an intersection with a <u>State Highway</u> or <u>arterial road</u> than: <ul style="list-style-type: none"> <li>i. 60m to the departure side of any intersection; and</li> <li>ii. 30m to the approach side of any intersection; and</li> </ul> </li> <li>b. the <u>vehicle crossing</u> does not service any: <ul style="list-style-type: none"> <li>i. service station; or</li> <li>ii. truck stop; or</li> <li>iii. activity that generates more than: <ul style="list-style-type: none"> <li>1. in PREC11 - Rural Services Precinct, 250vm/d</li> <li>2. elsewhere, 40vm/d.</li> </ul> </li> </ul> </li> </ul> <p><b>And this activity complies with the following rule requirements:</b></p>	<p><b>Activity status where compliance is not achieved:</b></p> <p>2. When compliance with any of TRAN-R4.1 is not achieved: <u>RDIS</u></p> <p>3. When compliance with any rule requirement listed in this rule is not achieved: Refer to relevant rule requirement.</p> <p><b>Matters for discretion:</b></p> <p>4. The exercise of discretion in relation to TRAN-R4.2 is restricted to the following matters:</p> <ul style="list-style-type: none"> <li>a. <u>TRAN-MAT2</u> Vehicle Crossings and <u>Accessways</u></li> </ul>	Not applicable	<p>We understand that TRAN-R4 only applies to new vehicle crossings.</p> <p>Further, the ITA notes that, the vehicle crossing to Waterholes Road was formed and constructed as part of the Christchurch Southern Motorway. This was undertaken at the same time as the realignment of Waterholes Road on the approach to the intersection with Hamptons Road.</p> <p>However, we note that the existing land use activity (rural use) is expected to generate very few vehicle movements.</p> <p>Further, we note that the Waterholes Road vehicle crossing only provides 145m sight distance whereas 203m is required by TRAN-REQ4.</p> <p>While TRAN-R4 does not apply as a new vehicle crossing is not being established, the above</p>

Zone	Activity status / requirement	Activity status where compliance is not achieved	Compliance status	Comment
	<a href="#">TRAN-REQ2 Vehicle Crossing</a> Access Restrictions <a href="#">TRAN-REQ3</a> Number of Vehicle Crossings <a href="#">TRAN-REQ4</a> Siting of Vehicle Crossings <a href="#">TRAN-REQ5 Vehicle Crossing</a> Design and Construction <a href="#">TRAN-REQ6 Vehicle Crossing</a> Surface			information is relevant to consideration of transport safety effects. Refer to our discussion of TRAN-R7 and TRAN-R8.

#### TRAN-R5 Vehicle accessways

All Zones	<b>Activity status: PER</b> 1. The establishment and use of an accessway.  Where the activity complies with the following rule requirements: TRAN-REQ7 Accessway Design, Formation and Use NH-REQ4 Natural Hazards and Earthworks	<b>Activity status where compliance is not achieved:</b> 2. When compliance with any rule requirement listed in this rule is not achieved: Refer to relevant rule requirement.	Does not comply	The vehicle crossing on Hamptons Road is located approximately 17m from a farm track access to the south, serving the same site, whereas 100m separation is required.  The vehicle crossing on Hamptons Road does not comply.  The non-compliance associated with the vehicle crossing on Waterholes Road is assessed in Section 3 of this Memo.
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#### TRAN-R6 Parking, Manoeuvring and Loading Areas

All Zones	<b>Activity status: <u>PER</u></b> 1. Any parking, manoeuvring and loading areas associated with a <u>residential activity</u> .  <b>Where the activity complies with the following rule requirements:</b> <a href="#">TRAN-REQ9</a> On-site Parking	<b>Activity status where compliance is not achieved:</b> 2. When compliance with any rule requirement listed in this rule is not achieved: Refer to relevant rule requirement.	NA	The activity is not residential.
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Zone	Activity status / requirement	Activity status where compliance is not achieved	Compliance status	Comment
	<a href="#">TRAN-REQ11</a> Cycle Parks and Facilities <a href="#">TRAN-REQ14</a> Maximum Access Gradients to <a href="#">Parking Areas</a> <a href="#">TRAN-REQ16</a> Vehicle Manoeuvring <a href="#">TRAN-REQ28</a> Landscape Strip for <a href="#">Parking Areas</a>			
<b>All Zones (excluding PREC1 PREC2 PREC3 PREC4 PREC5)</b>	<b>Activity Status: <a href="#">PER</a></b> 3. Any parking, manoeuvring and loading areas associated with any activity that is not a <a href="#">residential activity</a> .  <b>Where the activity complies with the following rule requirements:</b> <a href="#">TRAN-REQ8</a> Location of Parking Spaces <a href="#">TRAN-REQ9</a> On-site Parking <a href="#">TRAN-REQ10</a> Mobility Parking <a href="#">TRAN-REQ11</a> Cycle Parks and Facilities <a href="#">TRAN-REQ12</a> Vehicle Loading Areas <a href="#">TRAN-REQ13</a> Parking and Loading Area Gradients <a href="#">TRAN-REQ14</a> Maximum Access Gradients to <a href="#">Parking Areas</a> <a href="#">TRAN-REQ15</a> Queuing Spaces <a href="#">TRAN-REQ16</a> Vehicle Manoeuvring <a href="#">TRAN-REQ17</a> Surface of Vehicle Parking and Loading Areas <a href="#">TRAN-REQ28</a> Landscape Strip for <a href="#">Parking Areas</a>	<b>Activity status where compliance is not achieved:</b> 4. When compliance with any rule requirement listed in this rule is not achieved: Refer to relevant rule requirement.	Complies	The activity complies.
<b>TRAN-R7 Rural vehicle movements and associated parking</b>				

Zone	Activity status / requirement	Activity status where compliance is not achieved	Compliance status	Comment
<u>GRUZ</u> (excluding PREC11) <u>CHVZ</u> <u>CORZ</u> <u>FHSVZ</u> <u>HOHZ</u>	<b>Activity Status: <u>PER</u></b> 1. Vehicle movements associated with any activity <b>Where:</b> <ol style="list-style-type: none"> <li>The number of associated vehicle movements complies with <b>TRAN-TABLE1 - Maximum type and number of vehicle movements</b></li> </ol>	<b>Activity status when compliance not achieved:</b> 2. When compliance with any of <u>TRAN-R7.1</u> is not achieved: <u>RDIS</u> <b>Matters for discretion:</b> 3. The exercise of discretion in relation to TRAN-R7.2 is restricted to the following matters: <ol style="list-style-type: none"> <li><u>TRAN-MAT4.7</u> Amenity</li> <li><u>TRAN-MAT4.8</u> Circulation and Access</li> <li><u>TRAN-MAT7</u> Landscaping of <u>Parking Areas</u></li> <li><u>TRAN-MAT10</u> Vehicle Movements</li> </ol>	Does not comply	The ITA anticipates an average of 52 - 82 vehicles movements per day will occur from the site, averaged across a 1 week period. This is more than the 60 ecm/d specified in TRAN-Table 1.
<b>TRAN-R8 High trip generating activities</b>				
<u>RESZ</u> <u>GRUZ</u> <u>CMUZ</u> <u>GIZ</u> <u>CHVZ</u> <u>CORZ</u> <u>FHSVZ</u> <u>GRAZ</u> <u>HOHZ</u> <u>KNOZ</u> <u>MPZ</u> <u>PORTZ</u> <u>PRZ</u> <u>TEZ</u>	<b>Activity Status: <u>PER</u></b> 1. The establishment of a new, or expansion of an existing activity listed in <u>TRAN-TABLE2</u> - <u>HTGA</u> Thresholds and <u>ITA</u> Requirements <b>Where:</b> <ol style="list-style-type: none"> <li>the activity does not exceed the Basic <u>ITA</u> threshold in <u>TRAN-TABLE2</u> - <u>HTGA</u> Thresholds and <u>ITA</u> Requirements; or</li> <li>the activity does exceed the Basic <u>ITA</u> threshold in <u>TRAN-TABLE2</u> - <u>HTGA</u> Thresholds and <u>ITA</u> Requirements but an <u>ITA</u> has already been approved for the <u>site</u> as part of a granted resource consent and the activity is within the scope of that <u>ITA</u> and is in accordance with the</li> </ol>	<b>Activity status where compliance not achieved:</b> 2. When compliance with any of <u>TRAN-R8.1</u> is not achieved: <u>RDIS</u> <b>Matters for discretion:</b> 3. Where the Basic <u>ITA</u> (but not Full <u>ITA</u> ) threshold in <u>TRAN-TABLE2</u> - <u>HTGA</u> Thresholds and <u>ITA</u> Requirements is exceeded, the exercise of discretion in relation to TRAN-R8.2 is restricted to the following matters: <ol style="list-style-type: none"> <li><u>TRAN-MAT8 High Trip Generating Activities</u> - Basic <u>ITA</u></li> </ol> 4. Where the Full <u>ITA</u> threshold in <u>TRAN-TABLE2</u> - <u>HTGA</u> Thresholds and <u>ITA</u> Requirements is exceeded, the exercise of discretion in relation to TRAN-R8.2 is restricted to the following matters:	A basic ITA is required	A basic Integrated Transport Assessment is required and has been provided.  Refer to our discussion in Section 3 of this Memo.

Zone	Activity status / requirement	Activity status where compliance is not achieved	Compliance status	Comment
	<p>resource consent, unless the resource consent has lapsed.</p> <p><b>Advisory Note:</b> Further guidance is available from New Zealand Transport Agency Research Report No.422 '<a href="#">Integrated Transport Assessment Guidelines</a>', Abley et al, November 2010</p>	a. <a href="#">TRAN-MAT9 High Trip Generating Activities - Full ITA</a>		

Table 2.2 Transport Rule Requirements

Zone	Requirement	Activity status where compliance is not achieved	Compliance status	Comment
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#### TRAN-REQ4 Siting of Vehicle Crossings

**Note:** [Vehicle crossing](#) separation distances are measured along the edge of the carriageway parallel to the centreline of the [road](#), between the full [height](#) kerb or edge of the [vehicle crossing](#) seal and the full [height](#) kerb or seal edge of the [adjoining vehicle crossing](#).

All Zones	<p>1. <a href="#">Vehicle crossing</a>(s) shall:</p> <ul style="list-style-type: none"> <li>a. comply with <a href="#">TRAN-TABLE4 - Vehicle crossing</a> distances from intersections as illustrated in TRAN-DIAGRAM1 - <a href="#">Accessway</a> separation from intersections; and</li> <li>b. be located a minimum distance of 10m from the end of any splitter or approach island to a roundabout; and</li> <li>c. comply with <a href="#">TRAN-TABLE5 - Vehicle crossing</a> sight distances as illustrated in TRAN-DIAGRAM2 - Sight distance measurements and values; and</li> <li>d. not be formed within a <a href="#">State Highway</a>.</li> </ul>	<p><b>Activity status where compliance is not achieved:</b></p> <p>2. When compliance with any of TRAN-REQ4.1 is not achieved: <a href="#">RDIS</a></p> <p><b>Matters of discretion:</b></p> <p>3. The exercise of discretion in relation to TRAN-REQ4.2 is restricted to the following matters:</p> <ul style="list-style-type: none"> <li>a. <a href="#">TRAN-MAT1</a> Effects on the wider network</li> <li>b. <a href="#">TRAN-MAT2</a> Vehicle crossings and access</li> </ul> <p><b>Notification:</b></p> <p>4. Any application arising from non-compliance with TRAN-REQ4.1.d shall not be subject to public notification. Absent their written approval,</p>	Does not apply, however does not comply.	<p>We understand that TRAN-REQ4 only applies to new vehicle crossings.</p> <p>The ITA notes that, the vehicle crossing to Waterholes Road was formed and constructed as part of the Christchurch Southern Motorway. This was undertaken at the same time as the realignment of Waterholes Road on the approach to the intersection with Hamptons Road.</p> <p>However, we note that the existing land use activity (rural use) is expected to generate very few vehicle movements.</p>
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Zone	Requirement	Activity status where compliance is not achieved	Compliance status	Comment
		notice shall only be served on <a href="#">NZTA</a> where the <a href="#">vehicle crossing</a> accesses a <a href="#">State Highway</a>		Further, we note that the Waterholes Road vehicle crossing only provides 145m sight distance whereas 203m is required by TRAN-REQ4. This is relevant to consideration of transport safety effects. Refer to our discussion of TRAN-R7 and TRAN-R8.
All Zones	5. <a href="#">Vehicle crossing</a> (s) shall be no closer than 30m to the intersection of any railway line when measured from the nearest edge of the <a href="#">vehicle crossing</a> to the <a href="#">limit line</a> at the level rail crossing.	<b>Activity status where compliance is not achieved:</b> 6. When compliance with TRAN-REQ4.5 is not achieved: <a href="#">RDIS</a> <b>Matters for discretion:</b> 7. The exercise of discretion in relation to TRAN-REQ4.6 is restricted to the following matters: a. <a href="#">TRAN-MAT1.2</a> Safety and Efficiency b. <a href="#">TRAN-MAT1.4</a> The outcome of any consultation with KiwiRail c. <a href="#">TRAN-MAT1.7</a> Characteristics of the <a href="#">Site</a> or Use <b>Notification:</b> 8. Any application arising from TRAN-REQ4.6 shall not be subject to public notification. Absent their written approval, notice shall be served on KiwiRail.	Complies	The vehicle crossing is located more than 30m to the nearest railway line. The activity complies.
All Zones	9. Where a <a href="#">vehicle crossing</a> (s) is to be formed it shall comply with the minimum access separation distances listed in <a href="#">TRAN-TABLE6A</a> - <a href="#">Accessway</a> separation from other <a href="#">accessways</a> .	<b>Activity status where compliance is not achieved:</b> 10. When compliance with TRAN-REQ4.9 is not achieved: <a href="#">RDIS</a> <b>Matters for discretion:</b>	Does not apply, however does not comply.	The vehicle crossing on Waterholes Road is more than the required 70m from the nearest vehicle crossing on the same side of the road.



Zone	Requirement	Activity status where compliance is not achieved	Compliance status	Comment
		<p>11. The exercise of discretion in relation to TRAN-REQ4.8 is restricted to the following matters:</p> <ul style="list-style-type: none"> <li>a. <a href="#">TRAN-MAT1</a> Effects on the wider network</li> <li>b. <a href="#">TRAN-MAT2.3</a> Alternative access arrangements</li> <li>c. <a href="#">TRAN-MAT2.4</a> <a href="#">Vehicle crossing</a> design and location</li> <li>d. <a href="#">TRAN-MAT2.5</a> Number and type of vehicles</li> </ul> <p><b>Notification:</b></p> <p>12. Any application arising from TRAN-REQ4.10 shall not be subject to public notification.</p>		<p>The vehicle crossing on Hamptons Road is located approximately 17m from a farm track access to the south, serving the same site, whereas 100m separation is required.</p> <p>The existing vehicle crossing on Hamptons Road does not comply, however this requirement only applies to the establishment of a new vehicle crossing.</p>
All Zones	13. No <a href="#">vehicle crossing</a> (s) shall be located on Hoskyns <a href="#">Road</a> between <a href="#">State Highway</a> 1 and Jones <a href="#">Road</a> .	<p><b>Activity status where compliance is not achieved:</b></p> <p>14. When compliance with any of TRAN-REQ4.10 is not achieved: <a href="#">NC</a></p>	Complies	<p>The vehicle crossings are not located on Hoskyns Road.</p> <p>The activity complies.</p>

#### TRAN-REQ5 Vehicle Crossing Design and Construction

<a href="#">GRUZ</a> <a href="#">CHVZ</a> <a href="#">CORZ</a> <a href="#">FHSVZ</a> <a href="#">GRAZ</a> <a href="#">HOHZ</a> <a href="#">MPZ</a> <a href="#">PRZ</a> <a href="#">TEZ</a>	<p>5. <a href="#">Vehicle crossing</a>(s) (excluding those on a <a href="#">State Highway</a>) shall comply with the following standards:</p> <ul style="list-style-type: none"> <li>a. <a href="#">TRAN-DIAGRAM5</a> - <a href="#">Vehicle crossing</a> design standards - Local roads where the <a href="#">vehicle crossing</a> provides access to a <a href="#">residential unit</a> on a <a href="#">local road</a>; or</li> <li>b. <a href="#">TRAN-DIAGRAM6</a> - <a href="#">Vehicle crossing</a> Design Standards - Arterial and Collector Roads where the <a href="#">vehicle crossing</a> provides access to either:</li> </ul>	<p><b>Activity status where compliance is not achieved:</b></p> <p>6. When compliance with any of TRAN-REQ5.5 is not achieved: <a href="#">RDIS</a></p> <p><b>Matters of discretion:</b></p> <p>7. The exercise of discretion in relation to TRAN-REQ5.6 is restricted to the following matters:</p> <ul style="list-style-type: none"> <li>a. <a href="#">TRAN-MAT1.7</a> Characteristics of the <a href="#">Site</a> or Use</li> <li>b. <a href="#">TRAN-MAT2</a> Vehicle Crossings and <a href="#">Accessways</a></li> </ul>	Can comply	<p>We understand that TRAN-REQ5 only applies to new vehicle crossings.</p> <p>The Waterholes Road vehicle crossing may not be constructed in accordance with TRAN-DIAGRAM6, however this can be provided through a condition of consent if needed.</p>
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Zone	Requirement	Activity status where compliance is not achieved	Compliance status	Comment
	i. a <a href="#">residential unit</a> not on a <a href="#">local road</a> ; or ii. any other activity on a <a href="#">local road</a> , <a href="#">arterial road</a> , or <a href="#">collector road</a> .	<b>Notification:</b> 8. Any application arising from TRAN-REQ5.6 shall not be subject to public notification.		

#### TRAN-REQ6 Vehicle Crossing Surface

<b>All Zones</b>	1. Vehicle crossings where they adjoin a sealed carriageway shall be sealed for the full width and length of the <a href="#">vehicle crossing</a> between the carriageway and the <a href="#">site</a> boundary.	<b>Activity status where compliance is not achieved:</b> 2. When compliance with any of TRAN-REQ6.1 is not achieved: <a href="#">RDIS</a> <b>Matters for discretion:</b> 3. The exercise of discretion in relation to TRAN-REQ6.2 is restricted to the following matters: <ul style="list-style-type: none"> <li>a. <a href="#">TRAN-MAT1.1</a> Visibility</li> <li>b. <a href="#">TRAN-MAT1.2</a> Network safety and efficiency</li> <li>c. <a href="#">TRAN-MAT1.7</a> Characteristics of the <a href="#">site</a> or use</li> <li>d. <a href="#">TRAN-MAT2.1</a> Vehicle manoeuvring</li> <li>e. <a href="#">TRAN-MAT2.2</a> Ability to form a complying <a href="#">vehicle crossing</a></li> <li>f. <a href="#">TRAN-MAT2.6</a> Visual effects</li> <li>g. <a href="#">TRAN-MAT3</a> Surface</li> </ul> <b>Notification:</b> 4. Any application arising from TRAN-REQ6.2 shall not be subject to public notification.	Complies	The vehicle crossing on Waterholes Road is sealed.
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#### TRAN-REQ7 Accessway design, formation and use

Zone	Requirement	Activity status where compliance is not achieved	Compliance status	Comment
<a href="#">GRZ</a> <a href="#">LRZ</a> <a href="#">MRZ</a> <a href="#">SETZ</a> <a href="#">GRUZ</a> <a href="#">GIZ</a> <a href="#">CHVZ</a> <a href="#">CORZ</a> <a href="#">FHSVZ</a> <a href="#">HOHZ</a> <a href="#">KNOZ</a> <a href="#">PORTZ</a>	<p>1. <a href="#">Accessway</a>(s) shall:</p> <ul style="list-style-type: none"> <li>a. be formed to comply with the design requirements listed in <a href="#">TRAN-TABLE3</a> - Minimum Requirements for <a href="#">Accessways</a> and <a href="#">TRAN-TABLE6A</a> - <a href="#">Accessway</a> Separation from Other <a href="#">Accessways</a>; and</li> <li>b. have a minimum <a href="#">height</a> clearance of 4.5m; and</li> <li>c. not directly access: <ul style="list-style-type: none"> <li>i. Railway Road from the area identified in <a href="#">PREC6</a> - Rolleston Industrial Precinct; or</li> <li>ii. Hoskyns Road from the area identified as Area 2 in <a href="#">PREC6</a> - Rolleston Industrial Precinct.</li> <li>iii. Maddisons Road from the area identified as Area 3 in <a href="#">PREC6</a> - Rolleston Industrial Precinct; or</li> <li>iv. Two Chain Road, Runners Road or Walkers Road (north of the primary road intersection) from the area identified in <a href="#">PREC6A</a> - Rolleston West Industrial Precinct.</li> </ul> </li> </ul>	<p><b>Activity status where compliance is not achieved:</b></p> <p>2. When compliance with <a href="#">TRAN-REQ7.1.a</a> or <a href="#">TRAN-REQ7.1.b</a> is not achieved: <a href="#">RDIS</a></p> <p>2A. When compliance with <a href="#">TRAN-REQ7.1.c.iii</a> or <a href="#">TRAN-REQ7.1.c.iv</a> is not achieved: <a href="#">RDIS</a></p> <p>3. When compliance with <a href="#">TRAN-REQ7.1.c.i</a> or <a href="#">TRAN-REQ7.1.c.ii</a> is not achieved: <a href="#">NC</a></p> <p><b>Matters of discretion:</b></p> <p>4. The exercise of discretion in relation to <a href="#">TRAN-REQ7.2</a> is restricted to the following matters:</p> <ul style="list-style-type: none"> <li>a. <a href="#">TRAN-MAT1.7</a> Characteristics of the <a href="#">Site</a> or Use</li> <li>b. <a href="#">TRAN-MAT2</a> Vehicle Crossings and <a href="#">Accessways</a></li> </ul> <p>4A. The exercise of discretion in relation to <a href="#">TRAN-REQ7.2A</a> is restricted to the following matters:</p> <ul style="list-style-type: none"> <li>a. <a href="#">TRAN-MAT2</a> Vehicle Crossings and <a href="#">Accessways</a></li> <li>b. for Two Chain Road only, <a href="#">TRAN-MAT6</a> Landscape Treatment Strip Protection.</li> </ul> <p><b>Notification:</b></p> <p>4A. An application arising from <a href="#">TRAN-REQ7.2</a> shall not be subject to public notification.</p>	<p><b>Does not comply</b></p>	<p>The vehicle crossing on Hamptons Road is located approximately 17m from a farm track access to the south, serving the same site, whereas 100m separation is required.</p> <p>The vehicle crossing on Hamptons Road does not comply.</p> <p>The non-compliance associated with the vehicle crossing on Waterholes Road is assessed in Section 3 of this Memo.</p>

#### TRAN-REQ8 Location of Parking Spaces

Zone	Requirement	Activity status where compliance is not achieved	Compliance status	Comment
<a href="#">GRUZ</a> <a href="#">CHVZ</a> <a href="#">CORZ</a> <a href="#">FHSVZ</a> <a href="#">GRAZ</a> <a href="#">HOHZ</a> <a href="#">MPZ</a>	7. All car parking associated with any activity shall be wholly on the same <a href="#">site</a> where the activity operates, or on an <a href="#">adjoining site</a> .	<b>Activity status where compliance is not achieved:</b> 8. When compliance with any of <a href="#">TRAN-REQ8.7</a> is not achieved: <a href="#">RDIS</a> <b>Matters of discretion:</b> 9. The exercise of discretion in relation to TRAN-REQ8.8 is restricted to the following matters: a. <a href="#">TRAN-MAT4.8</a> Circulation and access	Complies	Formal on-site parking is provided for staff and visitors. In the event that these parking provisions are insufficient, there is sufficient space throughout the site for safe informal parking to occur. This activity complies.

#### TRAN-REQ10 Mobility Parking

All Zones	1. All activities shall provide the following number of mobility parking spaces: a. One mobility parking space is provided with the first 20 vehicle parking spaces; b. Not less than two mobility parking spaces is provided for up to 49 vehicle parking spaces; and c. One additional mobility park space for every additional 50 parking spaces is provided. 2. All mobility parks shall comply with the design requirements listed in <a href="#">TRAN-TABLE10</a> - Minimum parking area dimensions and illustrated in TRAN-DIAGRAM13 - Parking area formation dimensions.	<b>Activity status where compliance is not achieved:</b> 3. When compliance with any of <a href="#">TRAN-REQ10.1</a> or TRAN-REQ10.2 are not achieved: <a href="#">RDIS</a> <b>Matters for discretion:</b> 4. The exercise of discretion in relation to TRAN-REQ10.3 is restricted to the following matters: a. <a href="#">TRAN-MAT4.6</a> Mobility parking demand b. <a href="#">TRAN-MAT4.7</a> Amenity <b>Notification:</b> 5. Any application arising from TRAN-REQ10.3 shall not be subject to public notification.	Complies	There are a total of 20 vehicle parking spaces onsite. Two of these are mobility parking spaces. The mobility parking spaces comply with the design requirements of TRAN-TABLE10. The activity complies.
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#### TRAN-REQ13 Parking and Loading Area Gradients

All Zones	1. The gradient for any on- <a href="#">site</a> parking or loading area surface for any non- <a href="#">residential activity</a> is no more than: a. 1:16 (6.25%) at 90° to the angle of the vehicle park; and	<b>Activity status where compliance is not achieved:</b> 2. When compliance with any of TRAN-REQ13.1 is not achieved: <a href="#">RDIS</a>	Complies	The site is flat so the gradient of 1:16 can be achieved for all proposed parking spaces. The activity complies.
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Zone	Requirement	Activity status where compliance is not achieved	Compliance status	Comment
	b. 1:20 (5%) when parallel to the angle of the vehicle park.	<b>Matters of discretion:</b> 3. The exercise of discretion in relation to TRAN-REQ13.2 is restricted to the following matters: a. <a href="#">TRAN-MAT4.8</a> Circulation and Access <b>Notification:</b> 4. Any application arising from TRAN-REQ13.2 shall not be subject to public notification.		

#### TRAN-REQ14 Maximum Access Gradients to Parking Areas

<b>All Zones</b>	1. The maximum gradient for any access to a parking area is no more than: a. 1:4 (25%) on any straight section up to 20m in length; b. 1:5 (20%) where longer than 20m in length; and c. 1:6 (16.7%) around curves when measured on the inside line of the curve. 2. The maximum change in gradient without a transition is no greater than 1:8 (12.5%). 3. Changes of grade of more than 1:8 (12.5%) are separated by a minimum transition length of 2m.	<b>Activity status where compliance is not achieved:</b> 4. When compliance with any of TRAN-REQ14.1, TRAN-REQ14.2 or TRAN-REQ14.3 are not achieved: <a href="#">RDIS</a> <b>Matters of discretion:</b> 5. The exercise of discretion in relation to TRAN-REQ14.4 is restricted to the following matters: a. <a href="#">TRAN-MAT4.8</a> Circulation and Access <b>Notification:</b> 6. Any application arising from TRAN-REQ14.4 shall not be subject to public notification.	Complies	The site is flat so the gradient of 1:18 can be achieved for all proposed accessways. The activity complies.
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#### TRAN-REQ16 Vehicle manoeuvring

<b>All Zones</b>	1. All activities shall provide sufficient on-site manoeuvring to ensure that vehicles do not reverse either onto or off a site which has access: a. to a <a href="#">State Highway</a> or <a href="#">arterial road</a> ; or b. to a <a href="#">collector road</a> where three or more vehicle parking spaces are provided; or	<b>Activity status when compliance is not achieved:</b> 3. When compliance with TRAN-REQ16.1.a is not achieved: <a href="#">NC</a> 4. When compliance with TRAN-REQ16.1.b or TRAN-REQ16.1.c is not achieved: <a href="#">RDIS</a>	Complies	There is sufficient manoeuvring space on-site to ensure that no vehicle will reverse manoeuvre onto either Hamptons Road or Waterholes Road. The parking areas are formed so that vehicle operators do not
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Zone	Requirement	Activity status where compliance is not achieved	Compliance status	Comment
	<p>c. to an <a href="#">accessway</a> that serves a site with six or more vehicle parking spaces.</p> <p>2. Parking and loading areas are formed so that vehicle operators do not need to undertake more than one reverse manoeuvre to exit the parking space or loading area.</p> <p>For the purposes of this rule requirement, two vehicle parking spaces may be provided in tandem where on-site manoeuvring is provided to ensure that vehicles do not reverse either onto or off the site.</p>	<p>5. When compliance with TRAN-REQ16.2 is not achieved: <a href="#">RDIS</a></p> <p><b>Matters of discretion:</b></p> <p>6. The exercise of discretion in relation to TRAN-REQ16.4 is restricted to the following matters:</p> <ul style="list-style-type: none"> <li>a. <a href="#">TRAN-MAT1.1</a> Visibility</li> <li>b. <a href="#">TRAN-MAT1.2</a> Safety and Efficiency</li> <li>c. <a href="#">TRAN-MAT2.1</a> Vehicle Manoeuvring</li> <li>d. <a href="#">TRAN-MAT2.4</a> <a href="#">Vehicle Crossing</a> Design and Location</li> <li>e. <a href="#">TRAN-MAT2.5</a> Number and Type of Vehicles</li> </ul> <p>7. The exercise of discretion in relation to TRAN-REQ16.5 is restricted to the following matters:</p> <ul style="list-style-type: none"> <li>a. <a href="#">TRAN-MAT1.1</a> Visibility</li> <li>b. <a href="#">TRAN-MAT1.2</a> Safety and Efficiency</li> <li>c. <a href="#">TRAN-MAT2.1</a> Vehicle Manoeuvring</li> <li>d. <a href="#">TRAN-MAT2.5</a> Number and Type of Vehicles</li> <li>e. Whether the required manoeuvring area can physically be accommodated on site</li> </ul>		<p>need to undertake more than one manoeuvre.</p> <p>The activity complies.</p>

#### TRAN-REQ17 Surface of Vehicle Parks and Loading Areas

<a href="#">GRUZ</a> <a href="#">CHVZ</a> <a href="#">CORZ</a> <a href="#">FHSVZ</a> <a href="#">HOHZ</a>	<p>6. Any vehicle parking or loading areas expected to be used by vehicles accessing the educational facility or activity involving the retailing of goods and services to the public shall be either metalled or sealed.</p>	<p><b>Activity status where compliance is not achieved:</b></p> <p>7. When compliance with any of <a href="#">TRAN-REQ17.6</a> is not achieved: <a href="#">RDIS</a></p> <p><b>Matters of discretion:</b></p> <p>8. The exercise of discretion in relation to TRAN-REQ17.7 is restricted to the following matters:</p>	NA	<p>The site is not for education or retailing.</p>
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Zone	Requirement	Activity status where compliance is not achieved	Compliance status	Comment
(excluding PREC11)		a. <a href="#">TRAN-MAT4.8</a> Circulation and access <b>Notification:</b> 9. Any application arising from TRAN-REQ17.7 shall not be subject to public notification.		

Table 2.3 Matters for Control or Discretion

Zone	Matter of Control or Discretion	Assessment
<b>TRAN-MAT4 Parking Areas</b>		
<b>GRUZ</b> <b>CMUZ</b> <b>GIZ</b> <b>CHVZ</b> <b>CORZ</b> <b>FHSVZ</b> <b>HOHZ</b>	<ol style="list-style-type: none"> <li>The ability for vehicle parking leases or formal sharing arrangements to make efficient use of the parking resource that is available on alternative <a href="#">sites</a> where the peak operating periods of activities do not coincide.</li> <li>The availability of public parking facilities on nearby roads.</li> <li>Options to encourage mode-shift towards walking, cycling, and other modes to reduce the need for on-site parking, including by providing safe pedestrian and cycle connections through the parking area.</li> <li>Whether there is likely to be a lower demand for mobility parking than is required by the Plan based on anticipated demand and the nature of the activities being undertaken on the site.</li> <li>Whether mobility parking on the site is needed based on the size and nature of the vehicle parking area and the location of the activity relative to the vehicle parking area.</li> <li>Whether appropriate provision has been made to ensure the parking area provides levels of amenity that are consistent with the <a href="#">environment</a> in which it is being established.</li> <li>Whether provision is made for safe and efficient vehicle circulation and access arrangements, including for pedestrians and cyclists.</li> <li>The ease and safety of access to the activity from any mobility parking provided off-site.</li> </ol>	<ol style="list-style-type: none"> <li>NA.</li> <li>NA</li> <li>NA</li> <li>NA</li> <li>NA</li> <li>NA</li> <li>The existing Waterholes Road vehicle crossing only has 145m sight distance, whereas 203m is required by the District Plan. The ITA notes that this vehicle crossing was formed and constructed as part of the Christchurch Southern Motorway. However, it is likely that the reformed crossing was designed on the assumption that it would only service low traffic generating rural activities.  We consider that the use of this vehicle crossing for a high trip generating activity may create noticeable safety effects, due to the sight line shortfall.</li> <li>NA.</li> </ol>



Zone	Matter of Control or Discretion	Assessment
<b>TRAN-MAT8 High Trip Generating Activities - Basic ITA</b>		
All Zones	<ol style="list-style-type: none"> <li>Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network (including considering the network classification of the frontage road).</li> <li>Whether the design and layout of the proposed activity promotes opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes.</li> <li>Whether the ITA has been prepared by a suitably qualified and experienced transport specialist.</li> <li>Need for an ITA - Any characteristics of a proposed activity or site that are out of scope of an existing ITA but where expected traffic generation and access to existing multi modal connections mean requiring an ITA, in a manner set out in this rule, is unnecessary.</li> </ol>	<ol style="list-style-type: none"> <li>The existing Waterholes Road vehicle crossing only has 145m sight distance, whereas 203m is required by the District Plan. The ITA notes that this vehicle crossing was formed and constructed as part of the Christchurch Southern Motorway. However, it is likely that the reformed crossing was designed on the assumption that it would only service low traffic generating rural activities.  We consider that the use of this vehicle crossing for a high trip generating activity may create noticeable safety effects, due to the sight line shortfall.</li> <li>We consider that designing the site for travel other than cars is not required.</li> <li>The ITA has been prepared by a suitably qualified and experienced transport specialist.</li> <li>Not applicable.</li> </ol>
<b>TRAN-MAT10 Vehicle Movements</b>		
<u>GRUZ</u> <u>CHVZ</u> <u>CORZ</u> <u>FHSVZ</u> <u>HOHZ</u>	<ol style="list-style-type: none"> <li>Any works required to the <u>road</u> to upgrade it to the formation standards listed in <u>TRAN-SCHED3 Road</u> Formation and Operational Standards.</li> <li>Any potential effects of traffic on the <u>amenity values</u> of surrounding residents and on other uses of the <u>road</u>.</li> <li>In respect to the integration of land use and transport, the appropriateness of the location within the existing and planned <u>road</u> network.</li> <li>The position and design of any <u>vehicle crossing</u> or vehicle access and egress.</li> </ol>	<ol style="list-style-type: none"> <li>We consider that Waterholes Road does not require upgrading.</li> <li>We are unable to comment on amenity effects.</li> <li>We consider that the proposed activity is unlikely to cause transport effects on the wider transport network.</li> <li>The existing Waterholes Road vehicle crossing only has 145m sight distance, whereas 203m is required by the District Plan. The ITA notes that this vehicle crossing was formed and constructed as part of the Christchurch Southern Motorway. However, it is likely that the reformed crossing was designed on the assumption that it would only service low traffic generating rural activities.  We consider that the use of this vehicle crossing for a high trip generating activity may create noticeable safety effects, due to the sight line shortfall.</li> </ol>

### 3. Conclusions

This technical note describes a review of the transport effects of a proposal to establish and operate a Temple at 517 Hamptons Road, Rolleston, Selwyn. The proposal is stated to be a Discretionary activity, and complies with the transport rules of the PODP, except for the rules listed below:

- TRAN-R5 Vehicle accessways
  - The vehicle crossing on Hamptons Road is located approximately 17m from a farm track access to the south, serving the same site, whereas 100m separation is required. We consider that this is acceptable, provided that this vehicle crossing is only used for maintenance/servicing activities.
- TRAN-R7 Rural Vehicle Movements and Associated Parking
  - The ITA anticipates an average of 52 - 82 vehicles movements per day will occur from the site, averaged across a 1 week period. This is more than the 60 ecm/d specified in TRAN-Table 1. Refer to our comments below.
- TRAN-R8 High Trip Generating Activities
  - A basic ITA is required as the activity is anticipated to generate up to 116 vehicles per hour during the main service. Refer to our comments below.

The existing Waterholes Road vehicle crossing only has 145m sight distance, whereas 203m is required by the District Plan. The ITA notes that this vehicle crossing was formed and constructed as part of the Christchurch Southern Motorway. However, it is likely that the reformed crossing was designed on the assumption that it would only service low traffic generating rural activities. We consider that the use of this vehicle crossing for a high trip generating activity may create noticeable safety effects, due to the sight line shortfall. We consider that the mitigation proposed by the applicant, that vegetation will be kept trimmed to 2m height, will not address sight line issues. Further, we have concerns that any condition of consent requiring regular vegetation trimming may not be observed once the activity is established.

Abley has concerns about the safety effects and understand the application will be notified. Abley will provide further comments to Council once submissions have been received