3 December 2024

Novo Group Limited
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
O - 03 365 5570
info@novogroup.co.nz

Deg Tegh Fateh Sikh Society
C/- Baseline Group Limited
Attention: Sally Elford

By email: Sally@blg.nz

Dear Sally,

517 HAMPTONS ROAD (RC245337)
TRANSPORT RESPONSE TO COUNCILS RFI'S

1. We understand that you have received a Request for Further Information (RFI) from Council in respect of the above landuse consent. You have requested that we address the transport related matters which are repeated below (with original numbering[1]) followed by a response to each point.

2. An amended site plan has also been prepared and a copy is provided in **Attachment 1**. This includes dimensions for the formed car park layout and a reduction to 20 formed and marked car parks. This will still meet the anticipated demand for most of the week (refer to Figure 2 of the Integrated Transport Assessment). For the maximum parking demand, at the main Sunday service this would result in 53-96 vehicles parking informally on the grass areas. Flexibility over the locations is sought so as not to wear-out the grass in any one area but these would be generally at the northern end of the access (shown indicatively below).

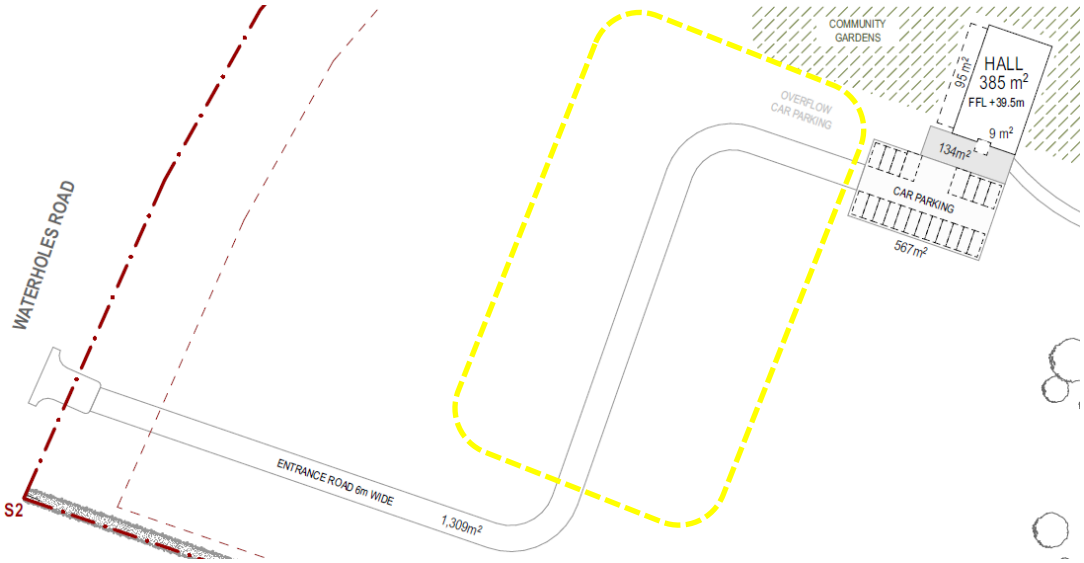


Figure 1: Indicative location (yellow) of overflow grass parking.

[1] Noting that this is not in order and several numbers are repeated as the questions were part of several separate requests.

5. With regard to TRAN-R6 and TRAN-REQ9, please provide the dimensions of the parking spaces and manoeuvring aisles, as well as vehicle tracking for any non-complying parking spaces.

3. Refer to paragraph 14 of the ITA which sets out that the car parking dimensions and the plan in Attachment 1 which shows they comply with the District Plan requirements. All car parks will have complying manoeuvring because of the access width, and location.

6. With regard to TRAN-R7 and TRAN-MAT10, the ITA states that maintenance may be undertaken using the existing vehicle crossing on Hamptons Road. Please detail the types of activities associated with maintenance, the type of vehicle expected and provide vehicle tracking to demonstrate on-site manoeuvring and turning.

4. This will only be used by the on-site manager who will undertake the majority of the servicing / maintenance using their light vehicles. Any occasional other service vehicle will use the main entrance off Waterholes Road. Heavy vehicles are not anticipated to service the site beyond the construction period.

7. Please provide a sight line assessment of the Waterholes Road vehicle crossing.

5. An assessment is provided in paragraph 43 of the ITA and the key points of note are:

- The vehicle crossing is existing and with the 80km/h speed limit, the PODP would require 203m visibility in each direction (if it was new vehicle crossing – which it is not).
- This vehicle crossing is located on the inside bend in the road and has unrestricted visibility to the south.
- 145m clear / unrestricted visibility is available to the north, after which it is partially obscured by vegetation planted along the road boundary of the site. However full visibility returns beyond the planting (around 195m from the vehicle crossing) where the road rises towards the intersection with Hamptons Road. The 145m visibility is suitable for a car travelling at 100km/h on a sealed road with a driver reaction time of 2.0 seconds[2].
- The vegetation which partially obscures the visibility to the north is recommended to be maintained as a hedge / shelter belt of a low height (<2m) to mitigate the potential affect on visibility. This could be included as a condition of consent.
- The alignment of the road is such that visibility is not entirely obscured by the vegetation and with appropriate maintenance, should not impact on the ability of people to safely select a gap in traffic to exit the site.

[2] See Austroads Guide to Road Design, Part 3 (2023), Stopping Sight Distances for Cars on Sealed Roads (Table 5.5)

8. Please provide further explanation as to how primary access via Waterholes Road will be communicated to visitors and how everyday use of access via Hamptons Road will be discouraged.

6. The site has two street addresses. The Temple will use the 860 Waterholes Road address that will take everyone to the appropriate access. The majority of people will also be regular attendees familiar with the site and access arrangements. A sign is also proposed.

9. Regarding TRAN-R8 please provide further evidence of trip rates associated with the proposed activities, including details of the other activity examples used.

7. The applicant provided estimates based on the existing travel characteristics of their congregation and this tends to be a good basis for assessing the potential traffic generation for these activities. As outlined, that aligns well with rates seen at similar activities. For example, we note the following rates which were based on surveys of existing congregations. These churches reported similar travel tendencies because they have a lot of family groups attending.

- Church located 72 Southbrook Road, Rangiora, Surveys undertaken by Novo Group of their existing congregation (Main Sunday service): 3.2 people per vehicle.

- Church at 100 Aidanfield Drive, Surveys of existing Congregation. 4.7 people per vehicle.

8. Because the services run for more than one hour, the above rates can be directly translated to hourly traffic volumes (i.e., one trip per vehicle per hour and doubled for total trips per service i.e., one arrival trip in the hour before the service and one departure trip in the hour after the service).

9. It is noted however that the rates set out in the ITA included a range from 2.5 to 4.0 people per vehicle. Lower occupancy rates result in higher traffic generation estimates which were used for the assessment of effects. This ensures it is robust and captures the higher end of the traffic generation estimated for the site.

10. With regard to TRAN-R8 and TRAN-MAT4.8: please provide further details on how parking, circulation and queuing will be controlled and contained within the site during large events.

10. As outlined in the ITA and above, informal parking areas will be provided for overflow parking (only anticipated once a week). Flexibility is sought to allow parking to be rotated to avoid wear of the grass surfaces so as not to generate mud / dust but will generally be at the northern end of the access (refer to Figure 1). These areas will be mowed / maintained and any gates opened in advance. Drivers will be advised of the location by a moveable “park here” sign on the access, to direct people to the overflow area being used on any given occasion.

11. The site is large and the access is some 200m long and will be 6.0m wide providing for two way flow. The location of the building and gardens (to the rear of the car park) is such that it will encourage everyone to move well into the site to look for an overflow car park.

Given the length of the access and site layout, congestion is not likely to occur near the road boundary / site entrance and adequate queuing space will be very readily available.

12. If any issue did arise, the applicant could provide no stopping lines, or signs, or landscaping features, adjacent to the access, for the first 50m into the site. This would ensure no congestion occurs at the site access. Given the layout of the site and width of the access, it is very unlikely that any congestion would occur near the road boundary and no adverse queuing effects are anticipated. As such these additional controls whilst available to the applicant, are not considered necessary to manage queuing.

11. Please provide a safe systems assessment from a suitably qualified transportation engineer that addresses the following for the crossing on Waterholes Road.

12. Please provide commentary to address the safety issues related to the culvert (and associated headwalls) in proximity to the vehicle crossing.

13. Please provide further assessment to assess possible the vehicle crossing widening requirements of Diagram D (see below).

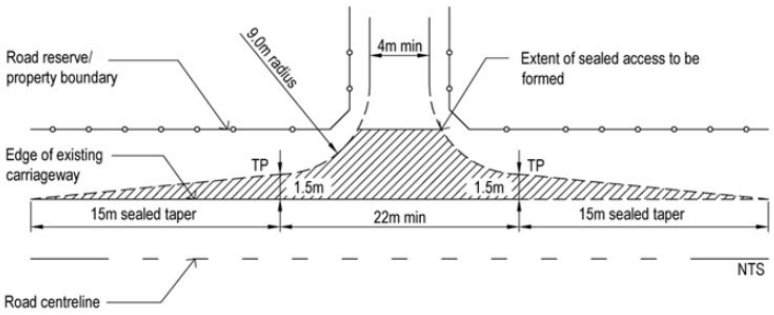
13. As outlined in the ITA, the vehicle crossing to Waterholes Road is existing. This was formed and constructed as part of the Christchurch Southern Motorway. This was undertaken at the same time as the realignment of Waterholes Road on the approach to the intersection with Hamptons Road. The access was specifically provided for access to 860 Waterholes Road. It is already formed and sealed and at least 6.0m wide with additional width where it crosses the culvert. These changes have been subject to detailed road safety audits undertaken at the time of the recent realignment and construction and are formed to a high standard.

14. The location is already in the most appropriate point for access, as was determined at the time of the road re-alignment. There would be no benefit in re-considering this matter given it has already been highly scrutinized by the road controlling authority at the time.

15. It is noted that the swale near the vehicle crossing is reasonably shallow and would have been designed to be appropriate noting the 80km/h speed limit when it was constructed as part of the realignment works. Given any vehicle turning into the site would have slowed down to undertake the turn (<10km/h), in the very unlikely event that they were to miss-judge the turn and miss the vehicle crossing / slip off the culvert into the swale, this would be at low speeds and likely to result in property damage / non-injury type crashes only.

16. Diagram D referred to in the RFI has been superseded in the Partially Operative District Plan rules by the Diagram shown below.

TRAN-DIAGRAM6 Vehicle Crossing Design Standards - Arterial and Collector Roads



17. As outlined in paragraphs 46 and 47 of the ITA, at the existing vehicle crossing, there are approximately 3.4m wide traffic lanes and approximately 2m wide sealed shoulders.

18. The vehicle crossing has appropriate corner radii and the access is 6.0m wide at the boundary, ensuring that vehicles entering the site are not impeded by those waiting to exit. The vehicle crossing is already sealed to the road boundary and the seal is proposed to be extended a minimum of 10m into the site.

19. The existing layout readily meets the above access design. It also meets the intent of the Diagram D referenced, as the existing seal width on Waterholes Road already includes sealed shoulders. As such additional tapers (either side of the road) are not necessary.

20. We trust the above assessment will adequately address the traffic related effects in respect of the Councils RFI questions. Should you require any further information please do not hesitate to contact me directly.

Yours sincerely,

Novo Group Limited

Lisa Williams

Senior Transport Engineer and Planner

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Attachment 1: Amended Site Plan and Parking Layout

KEY - PROPOSED

- Site boundary
- District plan boundary setbacks
- Proposed building
- Existing planting
- Landscape area
- Hard surfacing

DISTRICT PLAN

Authority	Selwyn District Council
Zone	Inner Plains Zone

OPERATIVE DISTRICT PLAN BUILT FORM RULES

Structure coverage	5%
Maximum building height	8m
Road boundary setback	20m
Internal boundary setback	5m

OVERLAYS

Overlays Airport Noise	50dBA Contour

ROADING

Hamptons Road	Arterial
Waterholes Road	Arterial
NZTA-4	Motorway

EARTHWORKS

Maximim	50,000m3

PROPOSED STRUCTURE COVERAGE

Site area	61,457m^2
Existing structures	Approx 124 + 343 = 467m^2
Proposed hall	489m^2
Total coverage	956m^2
Structure coverage	<1%

CARPARKING

No minimum car-parking spaces required by district plan. Main & accessible car-parking to be provided as required by the community & in accordance with Novo Group Integrated Traffic Assessment dated 29 July 2024. Spaces given as indication only. All accessible parking to be on hard surfacing, all main parking to be on shingle surfacing

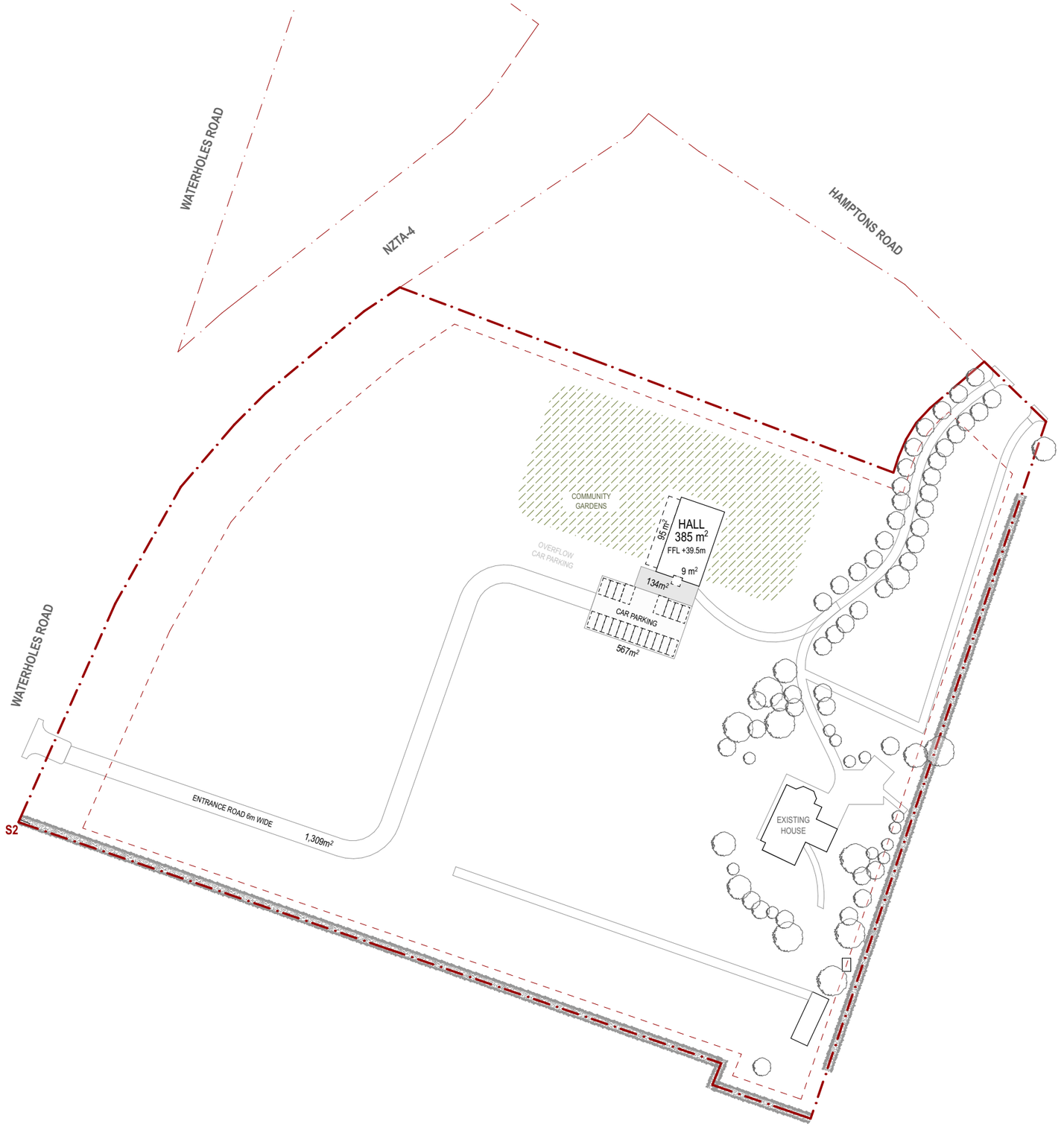
Main spaces	2.5 x 5.0m
Accesible spaces	3.6 x 5.0m
Aisle width	7.0m (min 6.6m)

SITE SERVICES

Wastewater, stormwater and water supply to be determined. Specialist advise & engineering design will be required

FLOOD MANAGEMENT

Refer to eCAN Floor Hazard Assessment dated 20 February 2024
- No high hazard areas on property
- New building is a permitted activity where the FFL is at least 300mm above the 200 year ARI floor level
- LIDAR data in proposed location - Existing GL between +38.5 to +39.3m
- Selwyn District 200 year ARI map for water depth above GL - No water depth identified in proposed building location
- Proposed FFL +39.5m (250mm above EGL)



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517 HAMPTONS ROAD
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NORTH

PROJECT DETAILS
SITE 517 HAMPTONS ROAD, ROLLESTON 7676
CLIENT DEG TEGH FATEH SIKH SOCIETY

DATE	DESCRIPTION
MAY 2024	RESOURCE CONSENT
MAY 2024	PRELIMINARY DESIGN
AUG 2024	RESOURCE CONSENT
OCT 2024	RESOURCE CONSENT

SCALE 1:1500 @ A3
DATE 30/10/24

PROPOSED MASTERPLAN
A1-004

KEY - PROPOSED

- Site boundary
- District plan boundary setbacks
- Proposed building
- Existing planting
- Landscape area
- Hard surfacing

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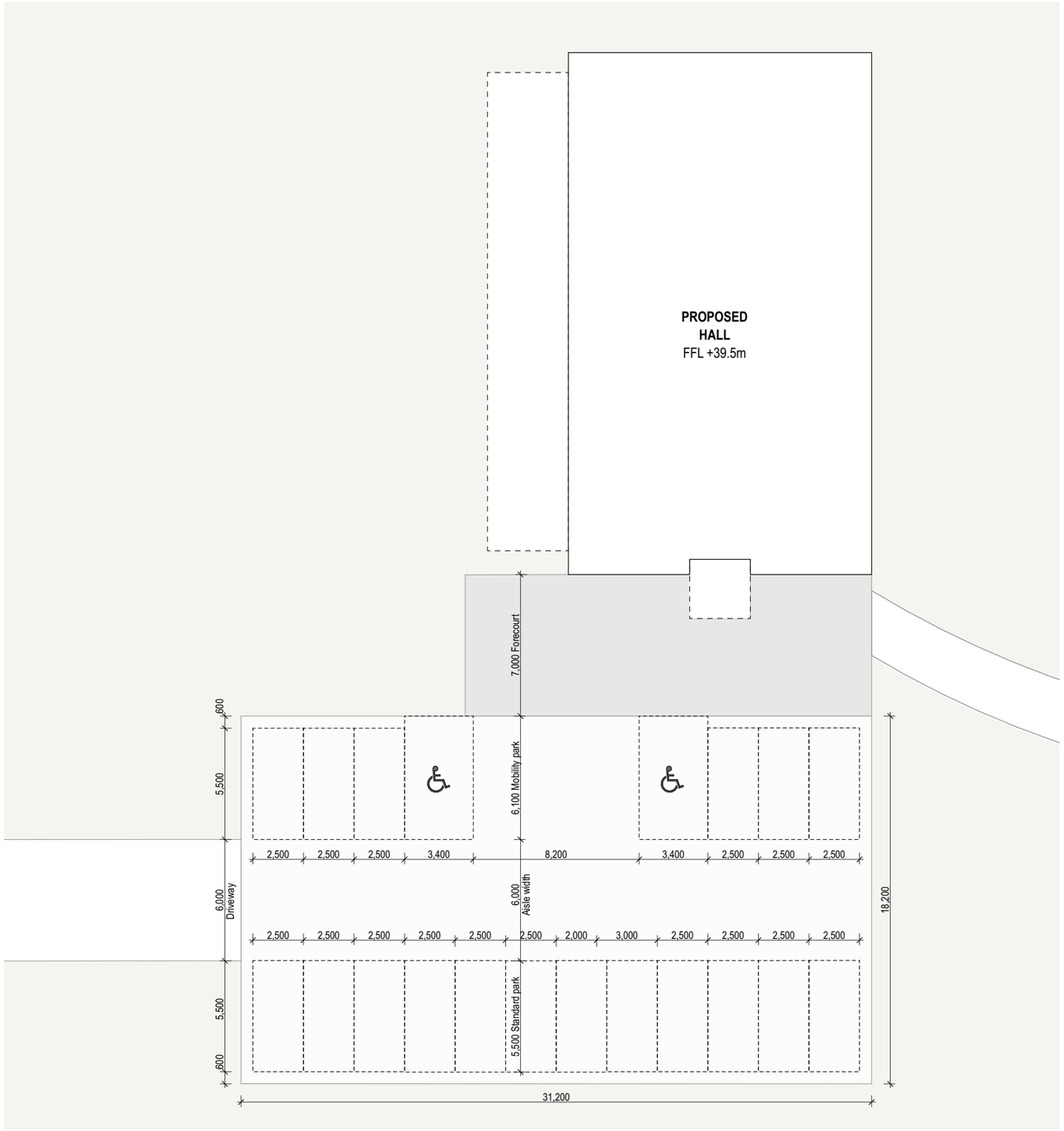
PARTIALLY OPERATIVE DISTRICT PLAN

TRANZ-TABLE 10

Minimum requirements for medium term, 90 deg/perpendicular car parking

Standard parking	2.5m x 5.4m
Mobility parking	3.6m x 6.1m
Aisle width	5.8



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OCT 2024	RESOURCE CONSENT

SCALE 1:250 @ A3
DATE 30/10/24

SITE PLAN
A1-005