novo group

Planning. Traffic. Development.

Integrated Transport Assessment

Prepared for

CARTER GROUP LTD

Westhaven Residential Development
Rolleston

November 2026

Integrated Transport Assessment
Prepared for

Carter Group Ltd

Westhaven Residential Development
Rolleston

Novo Group Ltd
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
P: (03) 365 5570
E: info@novogroup.co.nz
W: www.novogroup.co.nz

Document Date:	**2/11/2026**
Document Version/Status:	Rev C | FINAL
Project Reference:	0021-056
Project Manager:	Jeremy Phillips, Director and Planner
Prepared by:	Nick Fuller, Principal Transport Engineer
Reviewed by	Rhys Chesterman, Director and Traffic Engineer/Planner

The information contained in this document prepared by Novo Group Limited is for the use of the stated applicant only and for the purpose for which it has been prepared. No liability is accepted by Novo Group Ltd, any of its employees or sub-consultants with respect to its use by any other person.

All rights are reserved.

Executive Summary

Carter Group Ltd proposes to subdivide land located on the western side of Dunns Crossing Road between State Highway 1 to the north and Selwyn Road to the south. The proposal will enable:

i. Approximately 4,134 dwellings;

ii. Three commercial centres; and

iii. Reserves and associated infrastructure.

The development is predicted to generate approximately 4,867 vehicle movements in the AM peak hour, 5,224 vehicle movements in the PM peak hour and 47,839 vehicle movements per day before accounting for internalisation, pass-by and diverted trips.

Stage 1 of the wider subdivision is not part of the approvals sought, but its consented traffic generation has been included in the cumulative/network modelling as part of the future transport environment. No changes are sought to the approved Stage 1 transport arrangements and any transport non-compliances associated with that approved stage (including vehicle crossing and accessway matters) have not been reassessed in this report.

Internal Transport Network

The proposed internal roading arrangements are practical and acceptable in the context of the planned urban environment. The proposed Dunns Crossing Road carriageway width continues the cross-section approved through the approved Stage 1 and is supported by an internal north-south spine road that will reduce reliance on Dunns Crossing Road. The internal carriageway widths, cul-de-sac arrangements, intersection spacing, sight distance outcomes and corner splays are also considered acceptable, subject to the detailed design measures and covenants identified in the assessment.

Key elements of mitigation relating to the internal transport network includes:

i. Threshold treatments within the subdivision where access roads form cross-roads with existing intersections (e.g.to Dunns Crossing Road);

ii. Threshold treatments will be provided where Local Major Roads intersect within the development, to assist in clarifying priorities for unfamiliar drivers;

iii. Covenants across Westhaven Central Reserve to ensure that compliant sight distance is achieved out of Road 96 to Roads 93 and 94;

iv. Covenants across Lots as outlined in **Table 18** to ensure sight distances out of adjacent intersections.

In relation to individual property access, some non-compliances are linked to the existing speed environment (on Dunns Crossing Road) and detailed Lot layout. Crossings to Dunns Crossing Road are considered acceptable on the basis that the speed environment is expected to reduce to 50km/h as development progresses. Any future vehicle crossings will need to comply with the District Plan or be addressed through later consent processes where required. That said, the layout is such that practical and functional vehicle crossings could be established.

External Transport Network Effects

Traffic modelling indicates that the wider network can accommodate the proposal with the identified upgrades, which are typically already planned for in the Long Term Plan (LTP). The site access intersections are predicted to operate satisfactorily and, while some intersections are predicted to experience periods of higher delay, these effects are either remote from the Site and / or typical of busy urban conditions.

The proposal also provides a connected walking and cycling network and internal Collector Roads capable of accommodating future public transport services.

Infrastructure Timing & Funding

A Transport Upgrade Timings table has been provided to coordinate the delivery of transport upgrades with the anticipated timing of transport effects. This links each upgrade to the relevant development trigger, funding approach and rationale and is intended to ensure that infrastructure is delivered when it is needed to support the safe and efficient operation of the transport network.

Transport Upgrade Timings

Upgrade Required	Timing & Funding
SH1 / Dunns Crossing Road Roundabout: Provision of an additional right turn lane from Dunns Crossing Road	Developer funded and occurring prior to establishing activities in the Holmes Commercial area or prior to issue of a completion certificate under section 224 of the RMA for more than 3,770 dwellings (including the Stage 1 subdivision).
SH1 / Holmes Commercial Slip Lanes	Developer funded and occurring prior to establishing activities in the Holmes Commercial area.
Dunns Crossing Road / Granite Drive Intersection & Brookside Road / Granite Drive Intersection.	Developer funded. Prior to issue of a completion certificate under section 224 of the RMA (other than a subdivision subject only to any of SUB-R12 or SUB-R13) in the Holmes Block.
Dunns Crossing Road / Lowes Road Intersection & Dunns Crossing Road / Brookside Road Intersection.	Developer funded and / or developer agreement (as a roundabout is in the LTP) prior to issue of a completion certificate under section 224 of the RMA (other than a subdivision subject only to any of SUB-R12 or SUB-R13), in the Westhaven Central and South Block (other than Stage 1)
Realignment of Brookside Road at Dunns Crossing Road, construction of Road 114 (including cul-de-sac heads) and gateway threshold on Brookside Road.	Developer funded. In conjunction with the Dunns Crossing Road / Lowes Road Intersection & Dunns Crossing Road / Brookside Road Intersection.
Goulds Road/Dunns Crossing Road/Selwyn Road Upgrade (Realignment of Goulds Road to intersect with Dunns Crossing Road approximately 150m north-west of Selwyn Road. Selwyn Road/Goulds Road/Dunns Crossing Road to become a roundabout).	Developer agreement (as in the LTP for 2026/27). Prior to issue of a completion certificate under section 224 of the RMA (other than a subdivision subject only to any of SUB-R12 or SUB-R13) in the Westhaven Central and South Block (other than Stage 1).
Dunns Crossing Road Frontage Upgrade commensurate with each stage of subdivision.	Developer funded or developer agreement where partly funded in the LTP. Prior to issue of a completion certificate under section 224 of the RMA (other than a subdivision subject only to any of SUB-R12 or SUB-R13).
Selwyn Road Frontage Upgrade.	Developer funded. Prior to issue of a completion certificate under section 224 of the RMA (other than a subdivision subject only to any of SUB-R12 or SUB-R13) for any subdivision fronting Selwyn Road.
Edwards Road upgrades. The carriageway upgrade of Edwards Road between Brookside Road and Selwyn Road including a gateway threshold on Edwards Road.	Developer funded. Prior to establishment of any vehicle crossing, access or road connection to Edwards Road or Brookside Road.
Safety improvements to the Edwards Road/Ellesmere Junction Road intersection.	Developer funded. Prior to establishment of any vehicle crossing, access or road connection to Edwards Road from the development area.

Table of Contents

Introduction 1
Transport Environment 3
Road Links 3
Intersections 6
Crash History 8
Passenger Transport 10
Transport Upgrades 10
Existing Development – Westhaven Stage 1 11
Current Zoning Requirements 13
The Proposal 16
Activities 17
Site Layout 17
Off-Site Transport Upgrades 29
Traffic Generation 32
District Plan Compliance Assessment 36
Assessment of Effects 37
Land Transport Formation Standards 37
Vehicle Crossings & Accessways 41
Changes to Brookside Road 44
State Highway 1 Slip Lanes 45
Wider Network Transport Effects 45
Timing of Upgrades 49
Summary & Conclusion 51
Summary 51
Conclusion 53

List of Figures and Tables

Transport Upgrade Timings 4
Figure 1: Site Location 1
Figure 2: Arterial & State Highway Network 3
Table 1: State Highway 1 Road Characteristics 3
Table 2: Dunns Crossing Road Characteristics 4
Table 3: Burnham School Road & Brookside Road Characteristics 5
Table 4: Edwards Road & Selwyn Road Characteristics 6
Figure 3: Dunns Crossing Road / Goulds Road / Selwyn Road Intersections 7
Figure 4: Edwards Road / Selwyn Road / Swamp Road / Ellesmere Junction Road Intersection 8
Figure 5: NZTA CAS Review Output 9
Figure 6: Existing Bus Network 10
Figure 7: Planned Transport Improvements 11
Figure 8: Stage 1 Boundaries 12
Table 5: Stage 1 Traffic Generation 13
Figure 9: Rolleston 7 Outline Development Plan 14
Table 6: Transport Network Upgrades 15
Figure 10: Development Locations 16
Figure 11: Holmes Block Road Hierarchy 18
Figure 12: Westhaven Central & Westhaven South Block Road Hierarchy 19
Figure 13: Proposed Brookside Road Realignment (Westhaven Central Block) 19
Table 7: Proposed Cross-Sections & District Plan Requirement 21
Figure 14: Holmes Block Internal Priorities 23
Figure 15: Westhaven Central & South Internal Priorities 24
Figure 16: Holmes Block Limited Sight Distance Locations 25
Figure 17: Westhaven Central & South Block Limited Sight Distance Locations 26
Table 8: Right of Way & Access Way Dimensions 27
Table 9: Laneways Details 28
Figure 18: Dunns Crossing Rd / Lowes Rd & Dunns Crossing Rd / Brookside Rd Intersection Upgrade - Concept 30
Figure 19: Edwards Rd / Selwyn Rd / Swamp Rd / Ellesmere Junction Rd Intersection Upgrade 31
Figure 20: Example Threshold Treatment (Source – Road Traffic Standard 15) 31
Table 10: Residential Traffic Generation 32
Table 11: Holmes Block Supermarket, Mixed & Small Tenancies Traffic Generation 33
Table 12: Fast-Food Traffic Generation 33
Table 13: Holmes Commercial Traffic Generation 34
Table 14: Brookside Commercial Traffic Generation 34
Table 15: Holmes and Westhaven Central & South Total (Residential & Commercial) Traffic Generation 34

Table 16: Holmes and Westhaven Central & South plus Stage 1 Total (Residential & Commercial) Traffic Generation 35
Table 17: District Plan Transport Non-Compliance 36
Table 18: Safe Intersection Sight Distance Assessment 40
Figure 21: Additional Land at Corner Splays 41
Figure 22: Brookside Road / Granite Drive Intersection Upgrade 48
Table 19: Transport Upgrade Timings 50

Appendices

Appendix 1 Author's Experience
Appendix 2 Application Plans
Appendix 3 Westhaven Stage 1 Layout
Appendix 4 Westhaven Reserve Sight Distance Covenants
Appendix 5 Edwards Rd / Selwyn Rd / Swamp Rd / Ellesmere Junction Rd Intersection
Appendix 6 Traffic Modelling Report
Appendix 7 Transport Compliance Assessment
Appendix 8 SH1 Slip Lane Concept Design
Appendix 9 Brookside Road / Granite Drive Intersection Upgrade

Introduction

1. Carter Group Ltd has commissioned Novo Group to prepare an Integrated Transport Assessment (ITA) for subdivision and land use approvals under the Fast Track Approvals Act 2024 (FTAA) for land to the west of Dunns Crossing Road, Rolleston.

2. The Author's experience is set out in **Appendix 1**.

3. This assessment has been prepared in accordance with the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. The author has complied with that Code in preparing this report and confirm that the opinions expressed are within their respective areas of expertise, except where reliance has been placed on information or opinions provided by others.

4. This report provides an assessment of the transport aspects of the proposed development. It also describes the transport environment in the vicinity of the site, describes the transport related components of the proposal and identifies compliance issues with the transport provisions in the District Plan. It has been prepared broadly in accordance with the Integrated Transportation Assessment Guidelines specified in New Zealand Transport Agency (NZTA) Research report 422, November 2010.

5. The development relates to approximately 263ha of land on the western side of Rolleston's urban area, immediately adjoining the western side of Dunns Crossing Road, between State Highway 1 (SH1) to the north and Selwyn Road to the south. The site location is illustrated in **Figure 1**.



Figure 1: Site Location
[Background Image from https://mapviewer.canterburymaps.govt.nz/]

6. The site is a listed project within Schedule 2 of the FTAA, referenced as 'Rolleston West Residential Development'. The development is hereon referred to as Westhaven. The site comprises two separate

blocks of land, referred to in this report as the 'Holmes Block' and 'Westhaven Central and South Block' and collectively as the 'Site'. The Holmes Block is approximately 85ha and is located on the western side of Dunns Crossing Road, south of SH1 and north of Burnham School Road. The Westhaven Central and Westhaven South combined area is approximately 178ha and is located on the west side of Dunns Crossing Road bounded by Brookside Road, Edwards Road and Selwyn Road.

7. The development represents a comprehensively planned urban extension to Rolleston, within the area of land identified as Rolleston 7 Development Area (DEV-RO7) within the Partially Operative Selwyn District Plan (Appeals Version) (PODP). The key transport components of this application include:

   i. A total of 4,134 dwellings; and

   ii. Three commercial centres, including an approximately 5.7ha commercial area at the north-eastern corner of the Site (within the Holmes Block) that will provide for a supermarket, convenience retail activities and fast-food outlets, with vehicle access to SH1 (via the slip lanes) and Dunns Crossing Road.

8. Subdivision plans are included in **Appendix 2** and the proposed activity is predicted to generate the following traffic volumes (although not all this traffic will be new to the road network):

   i. AM Peak Hour: 4,867 vehicles per hour;

   ii. PM Peak Hour: 5,224 vehicles per hour;

   iii. Daily: 47,839 vehicles per day.

Transport Environment

Road Links

9. The Site location in the context of the wider Arterial and State Highway road network is illustrated in **Figure 2**. This indicates that the Site is well connected to these networks, with a range of routes available to key destinations (including to / from Christchurch).

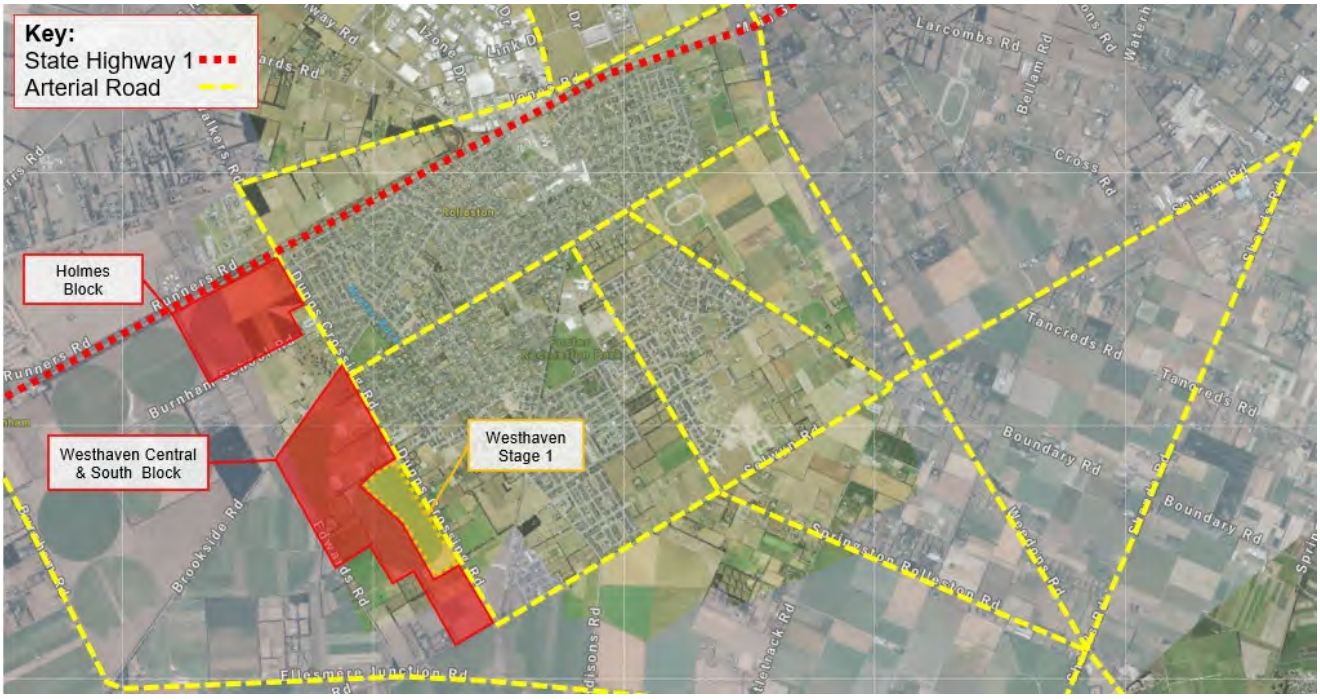


Figure 2: Arterial & State Highway Network
[Background Image from https://mapviewer.canterburymaps.govt.nz/]

State Highway 1

10. **Table 1** sets out the transport characteristics of SH1 in the vicinity of the Site.

Table 1: State Highway 1 Road Characteristics

Key Feature or Characteristic	Comment
Road Classification	State Highway
Cross-Section Description	3.5m lanes in both directions, plus sealed shoulders.
Traffic Volumes	20,000 vehicles per day[1].
Speed	80km/h through Rolleston and south.
Cycling, Pedestrian Infrastructure and Public Transport	Typically none, although a shared path underpass of SH1 has been constructed connecting Dunns Crossing Road to Walkers Road.

[1] From Mobile Road website

Dunns Crossing Road

11. **Table 2** sets out the transport characteristics of Dunns Crossing Road in the vicinity of the Site.

Table 2: Dunns Crossing Road Characteristics

Key Feature or Characteristic	North of Lowes Road	Stage 1 Subdivision	South of Stage 1 Subdivision
Road Classification	Arterial Road	Arterial Road	Arterial Road
Cross-Section Description	Approximately 8.2m wide carriageway, as a two-way undivided road.	9m to 11m wide carriageway comprising two traffic lanes, on-street car parking on the eastern side and occasion on-street parking on the western side.	9.0m wide carriageway. Two-way, undivided Road with 4.5m wide lanes.
Traffic Volumes	3,000 vehicles per day[2].	3,000 vehicles per day[3].	900 to 3,000 vehicles per day (rising from the southern end towards Lowes Road)[4].
Speed	50km/h.	50km/h.	Generally 50km/h, increasing to 80km/h approximately 86m south of the intersection with Arbor Green Boulevard. (The SDC Interim Speed Management Plan 2024-2027, has recommended this be reduced to 50km/h)
Cycling Infrastructure	3.0m wide shared path on eastern side of road from 382 Dunns Crossing Road to Burnham School Road.	2.5m shared path on the western side of the road. Shared path on the eastern side from south of Monarch Drive.	3.0m wide shared path on eastern side of road from Monarch Drive to Arbour Green Boulevard.
Pedestrian Infrastructure	As per the shared path above. 1.8m footpath elsewhere on the eastern side of the road. Limited footpath provision on the western side of the road, with paths from approximately 70m south of Burnham School Road to the northern West Rolleston Primary School vehicle crossing. Kea crossing at West Rolleston Primary School.	As per the above shared path. 1.5m footpath elsewhere.	As per the shared path above. 1.8m footpath elsewhere on the eastern side of the road. No pedestrian provision on the western side of the road.
Public Transport	Route 5 (Rolleston to New Brighton) uses Dunns Crossing Road between Lowes Road and Brookside Road.	None	None.

[2] From Mobile Road website.
[3] From Mobile Road website.
[4] From Mobile Road website.

Burnham School Road & Brookside Road

12. **Table 3** sets out the transport characteristics of Burnham School Road and Brookside Road in the vicinity of the Site.

Table 3: Burnham School Road & Brookside Road Characteristics

Key Feature or Characteristic	Burnham School Road	Brookside Road
Road Classification	Local Road	Local Road south-west of Dunns Crossing Road.
Cross-Section Description	6.8m wide two-way carriageway with rural formation to the west of West Rolleston Primary School. 7.8m wide two-way carriageway with urban formation outside West Rolleston Primary School.	6.8m wide two-way carriageway with rural formation to the west of Dunns Crossing Road.
Traffic Volumes	500 vehicles per day[5].	300 vehicles per day[6].
Speed	50km/h outside West Rolleston Primary School, rising to 100km/h west of this.	60km/hr for the initial 200m, rising to 100km/h west of this.
Cycling Infrastructure	None provided.	None provided.
Pedestrian Infrastructure	1.8m footpath along West Rolleston Primary School frontage. 1.8m path for 100m west of Dunns Crossing Road. No paths west of these points.	None provided.
Public Transport	None.	None.

Edwards Road & Selwyn Road

13. **Table 4** sets out the transport characteristics of Edwards and Selwyn Roads in the vicinity of the Site.

[5] From Mobile Road website.
[6] From Mobile Road website.

Table 4: Edwards Road & Selwyn Road Characteristics

Key Feature or Characteristic	Edwards Road	Selwyn Road
Road Classification	Local Road	Local Road south-west of Dunns Crossing Road, Arterial Road north-east of this.
Cross-Section Description	Approximately 5.0m unsealed carriageway with grass berms.	6.5m wide two-way carriageway with rural formation to the west of Dunns Crossing Road.
Traffic Volumes	50 vehicles per day[7].	900 vehicles per day[8] west of Dunns Crossing Road.
Speed	100km/h.	100km/h along the Site frontage, reducing to 80km/h immediately west of the Dunns Crossing Road intersection and then 60km/h approximately 100m east of that intersection.
Cycling Infrastructure	None provided.	None provided west of Dunns Crossing Road.
Pedestrian Infrastructure	None provided.	None provided west of Dunns Crossing Road.
Public Transport	None.	None.

Intersections

SH1 / Dunns Crossing Road Intersection

14. The SH1 / Dunns Crossing Road / Walkers Road intersection has recently[9] been upgraded to a roundabout, as part of the NZTA Rolleston Access Improvement project. The works comprise a new two-lane roundabout, associated widening and realignment of SH1 and the adjoining local road network, a pedestrian and cycle underpass beneath SH1 and relocation of the nearby rail crossing. The upgrade improves safety, reduces delays, enhances freight efficiency and provides more reliable access between Rolleston, the industrial area and the wider state highway network.

15. This intersection is predicted to operate well within capacity in the base 2028 Rolleston Paramics traffic model.

Dunns Crossing Road / Burnham School Road

16. The Dunns Crossing Road / Burnham School Road cross-roads has recently[10] been upgraded to a traffic signal-controlled intersection (from a priority-controlled cross-roads). The upgraded arrangement includes separate right turn lanes on Dunns Crossing Road and signalised pedestrian or shared path crossings of all approaches.

17. This intersection is predicted to operate well within capacity in the base 2028 Rolleston Paramics traffic model.

[7] From Mobile Road website.
[8] From Mobile Road website.
[9] Works were complete in July 2026.
[10] Works were complete in late February 2026.

Dunns Crossing Road / Brookside Road

18. The Dunns Crossing Road / Brookside Road intersection is currently a priority-controlled cross-road, with priority given to Dunns Crossing Road. The Brookside Road approaches are give-way controlled and no right turn bays (or flush median) is provided on Dunns Crossing Road.

19. This intersection is predicted to operate well within capacity in the base 2028 Rolleston Paramics traffic model.

Dunns Crossing Road / Lowes Road Intersection

20. The Dunns Crossing Road / Lowes Road is a priority-controlled T-intersection, with Dunns Crossing Road having the priority. The Lowes Road approach is 'stop' controlled and no right turn bay (or flush median) is provided on Dunns Crossing Road.

21. This intersection is predicted to operate well within capacity in the base 2028 Rolleston Paramics traffic model, although we note that this model had assumed this intersection would be upgraded to a roundabout by that time (see paragraph 35 for further information regarding the future transport network).

Dunns Crossing Road / Goulds Road / Selwyn Road Intersections

22. The Selwyn Road / Goulds Road intersection is a priority controlled cross-roads with close spacing to the Dunns Crossing Road / Goulds Road intersection, as illustrated in **Figure 3**. Selwyn Road has the priority at the intersection with Goulds Road and there are no right turn bays provided. Goulds Road has the priority at the intersection with Dunns Crossing Road.



Figure 3: Dunns Crossing Road / Goulds Road / Selwyn Road Intersections
[Background Image from https://mapviewer.canterburymaps.govt.nz/]

23. This intersection is predicted to operate well within capacity in the base 2028 Rolleston Paramics traffic model, although we note that this model had assumed this intersection would be upgraded to a roundabout by that time (refer to paragraph 153 for traffic model infrastructure assumptions) because this is funded in the Long Term Plan (LTP) (see paragraph 36).

Brookside Road / Edwards Road Intersection

24. The Brookside Road / Edwards Road intersection is a priority-controlled T-intersection, with the priority given to Brookside Road. The traffic volumes on these roads are sufficiently low that signage and line-marking are not provided. Similarly, we are not aware of any existing capacity concerns at this intersection.

Edwards Road / Selwyn Road / Swamp Road / Ellesmere Junction Road Intersection

25. The Ellesmere Junction Road / Selwyn Road / Edwards Road / Swamp Road intersection has six approach arms, with the priority given to Ellesmere Junction Road. The existing intersection arrangement (illustrated in **Figure 4**) has most approaches meeting the intersection at acute angles, with the potential for confusion to arise regarding priorities at the northern Selwyn Road / Edwards Road approaches and the southern Selwyn Road / Swamp Road approaches.



Figure 4: Edwards Road / Selwyn Road / Swamp Road / Ellesmere Junction Road Intersection
[Background Image from https://mapviewer.canterburymaps.govt.nz/]

26. We are not aware of any capacity concerns at this location and note that the traffic volumes through the intersection are reasonably low.

Crash History

27. The NZTA Crash Analysis System (CAS) has been reviewed to identify crashes that have been reported within the area highlighted in blue in **Figure 5**. This encompasses the frontage roads of the proposal and sets out the number and severity of the reported crashes (between 01/04/2021 and 01/07/2026).



Figure 5: NZTA CAS Review Output

28. **Figure 5** indicates that 20 of the 35 reported crashes occurred at the SH1 / Dunns Crossing Road / Walkers Road intersection. That intersection has historically operated poorly, with high levels of delay at peak times. However, the roundabout upgrade that occurred in July 2026 is expected to have addressed this poor safety record.

29. **Figure 5** suggests that four crashes occurred at the Dunns Crossing Road / Burnham School Road intersection, whereas this is actually two crashes at both of the Dunns Crossing Road intersections with Granite Drive and Brookside Road (one Minor and one Non-injury each). The Granite Drive crashes involved a learner that lost control avoiding an animal and potentially a drunk driver or stolen vehicle, meaning there is no particular pattern to these crashes. The Brookside Road crashes both involved drivers failing to give-way when heading through from Brookside Road east to west.

30. Three crashes have been reported at the Dunns Crossing Road / Goulds Road / Selwyn Road intersections. These include a Serious crash and Non-injury crash where drivers on Dunns Crossing Road lost control as part of anti-social road user behaviour. The Minor injury crash occurred on Selwyn Road, when a northbound driver on Goulds Road failed to give-way. These crashes are expected to be addressed with the provision of a roundabout at this intersection (see paragraph 35).

31. Six crashes were reported at the Edwards Road / Selwyn Road / Swamp Road / Ellesmere Junction Road intersection. These include:

    i. Failure to give-way turning out of Selwyn Road (east): One Minor injury plus two Non-injury crashes;

    ii. Failure to give-way turning out of Edwards Road: Two Non-injury crashes; and

    iii. Failure to give-way turning out of Selwyn Road (west): One Non-injury crash.

32. One Non-injury crash occurred on Brookside Road where a driver lost control west of the Edwards Road intersection where the road changes from a sealed surface to gravel. One Non-injury crash occurred on Edwards Road mid-block, which related to a driver attempting to stop another road user from dumping greenwaste on the side of the road.

33. Other than the crashes at the Edwards Road / Selwyn Road / Swamp Road / Ellesmere Junction Road intersection there are no particular trends in road safety identified. The effects of the proposed development at that location will be discussed further in later sections of this report.

Passenger Transport

34. The Site location in the context of the existing passenger transport network is illustrated in **Figure 6**, with only Route 5 (yellow) coming to the boundary of the Site. The local bus services are summarised as:

    i. Route 5 (yellow) – Rolleston to New Brighton via Hornby, Westfield Riccarton, City Centre & Eastgate Mall: Typically every 30 minutes;

    ii. Routes 84 & 85 (red & blue) – Rolleston to City Direct: Every 10 minutes to the City Centre between 06:30 and 07:30. One every ten minutes from the City Centre between 15:44 and 17:14. No buses through the middle of the day; and

    iii. Route 820 (green) – Burnham to Lincoln via Rolleston: Approximately hourly between 07:00 and 20:00.

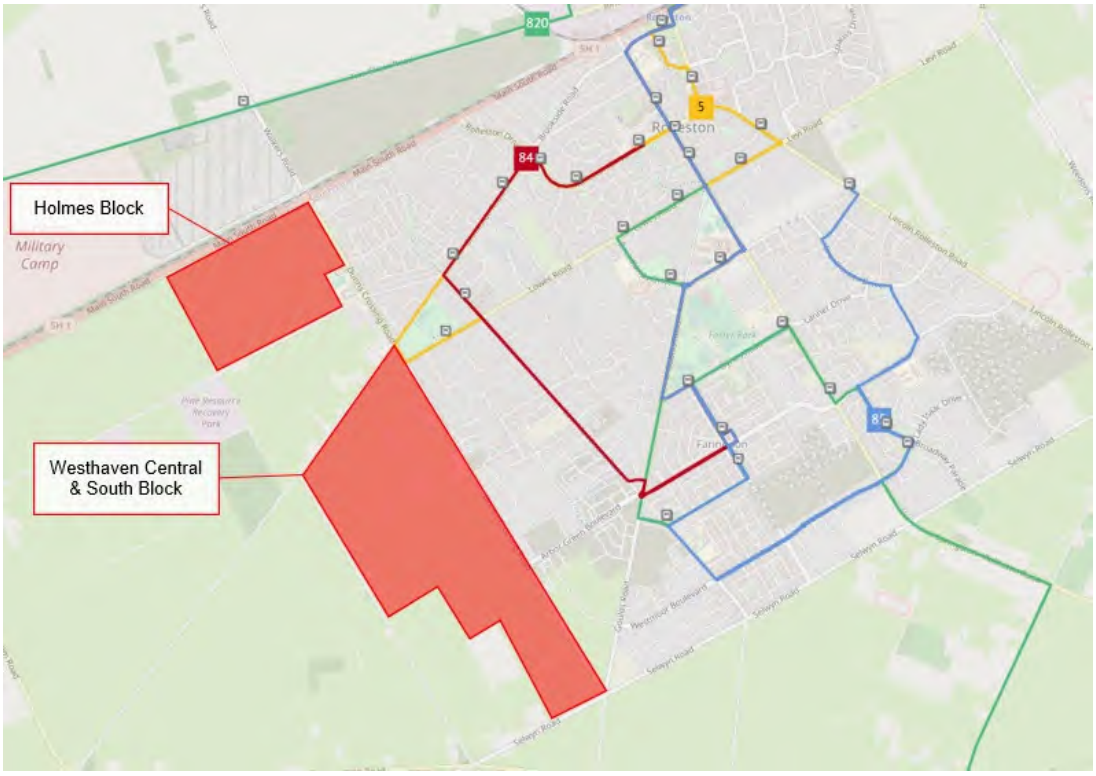


Figure 6: Existing Bus Network
[Background image from https://go.metroinfo.co.nz/]

Transport Upgrades

35. A range of transport upgrades are currently under-construction or planned in the SDC LTP and Annual Plan. The key projects in regard to this proposal are illustrated in **Figure 7**.

36. The SH1 Rolleston Access Improvements project involves a staged programme of upgrades to improve safety and efficiency along the SH1 corridor, including the construction of a new roundabout at the

Dunns Crossing Road / Walkers Road / SH1 intersection (with a pedestrian and cycle underpass), widening and realignment of SH1 and adjoining local roads plus relocation of an existing rail level crossing. More significant works include a grade-separated flyover linking Rolleston township (Rolleston Drive) and the industrial area over SH1 and the rail line, removal of signalised intersections with SH1 at Hoskyns Road and Rolleston Drive North, extension of southbound lanes on SH1, provision of a southbound service lane to maintain local access and broader intersection and rail crossing safety upgrades. These works have commenced. The construction of the Dunns Crossing Road / Walkers Road / SH1 roundabout is complete and the remaining work is anticipated to be fully complete in late 2028.

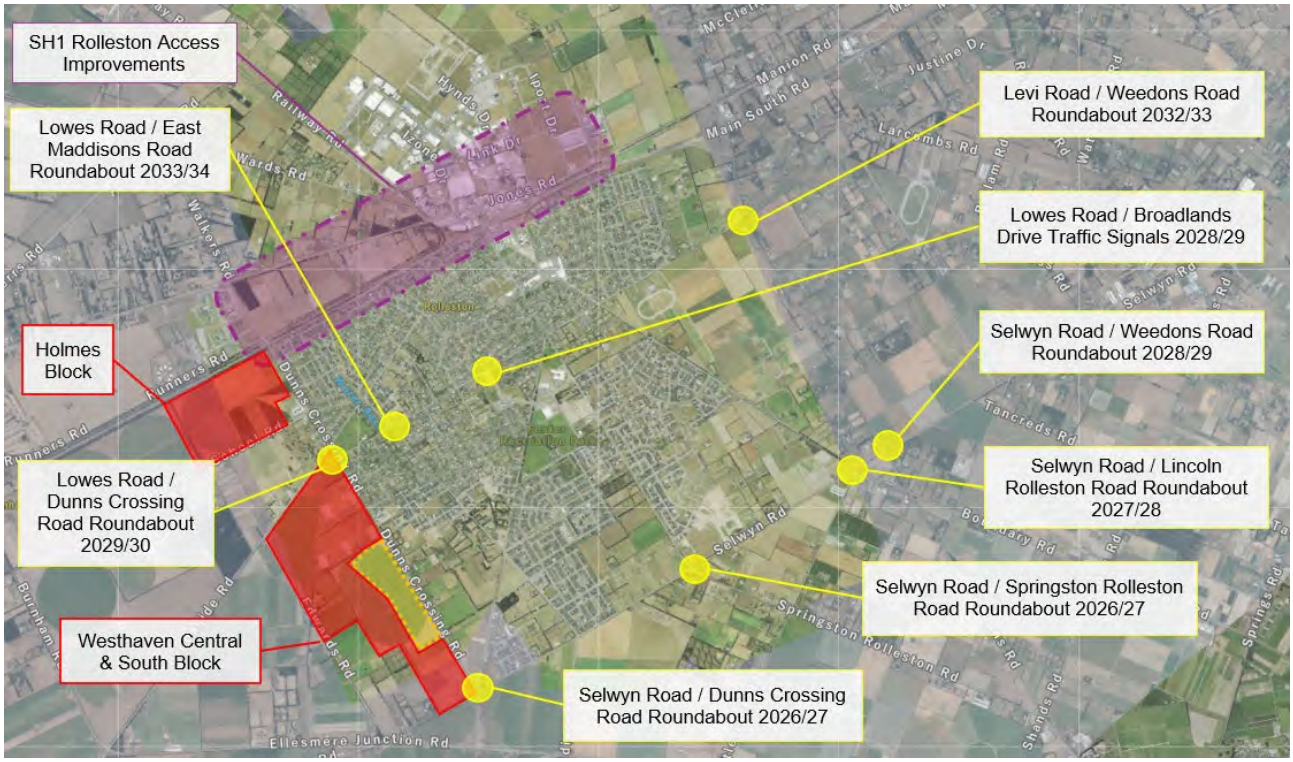


Figure 7: Planned Transport Improvements

Existing Development – Westhaven Stage 1

37. Subdivision consent has been granted and construction is underway for the Westhaven Stage 1 development, which is within the area illustrated in **Figure 8** and as per the plans in **Appendix 3**. Stage 1 comprises 470 residential lots, four high-density super lots (120 units) and approximately 0.93 ha of commercial land capable of accommodating around 3,000 m² GFA of retail/community activities. This Stage 1 development is not part of this Application. The consented Stage 1 development has been accounted for in assessing the transport environment within which the proposed development will operate.

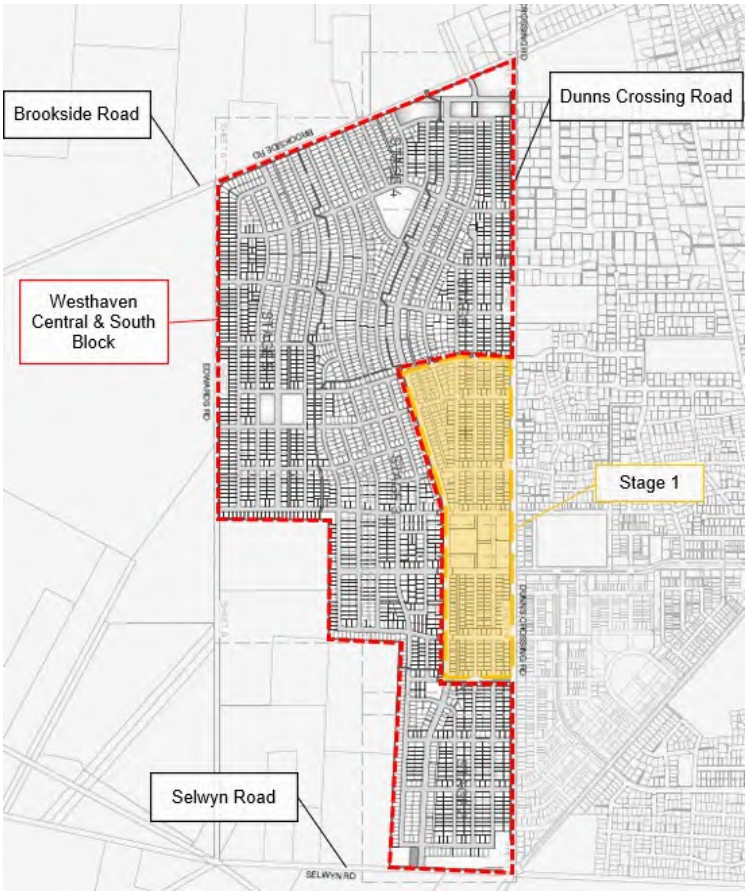


Figure 8: Stage 1 Boundaries

Westhaven Stage 1 Site Layout

38. The transport arrangement provides a dual-road hierarchy comprising an upgraded Dunns Crossing Road corridor (albeit not to Arterial standards) and a higher-capacity internal Collector spine road (Road 1, the westernmost road within the Stage 1 boundaries). Dunns Crossing Road is proposed with a variable carriageway of between 9m and 11m (depending on existing power pole locations), shared path and footpath. The internal spine road provides a boulevard-style Collector route with a 14.5 m carriageway (including central median), parking lanes, shared path and footpath and is intended to function as part of a wider north-south connection linking Lowes Road to Selwyn Road, thereby reducing reliance on Dunns Crossing Road and distributing traffic through the broader Westhaven development area.

39. The site access intersections are predominantly priority-controlled intersections, with right turn bays provided on Dunns Crossing Road at the higher order intersections. The Dunns Crossing Road / Arbour Green Boulevard / Road 8 intersection will be a compact roundabout.

Westhave Stage 1 Traffic Generation

40. The traffic generation of the Stage 1 subdivision has been estimated using the traffic generation rates that are more fully described at paragraph 84 (for the residential) and paragraph 93 (commercial). The resultant traffic generation for this Stage 1 subdivision is summarised in **Table 5**[11].

Table 5: Stage 1 Traffic Generation

		Arrivals	Departures	Total
Stage 1 Traffic Generation (592 dwellings)	AM Peak Hour	126	377	503
	PM Peak Hour	317	186	503
	Daily	2,229	2,229	4,458
Stage 1 Traffic Generation (3,000m^2 GFA Commercial	AM Peak Hour	198	126	324
	PM Peak Hour	214	223	437
	Daily	1706	1706	3,412
Stage 1 Traffic Generation Total	AM Peak Hour	323	504	827
	PM Peak Hour	531	409	940
	Daily	3,935	3,935	7,870

Current Zoning Requirements

41. The Site is within the DEV-RO7 area of the PODP and the associated Outline Development Plan (ODP) is included in **Figure 9**. The ODP covers the full extent of the Site and provides for at least 3,500 dwellings plus four commercial centres (including the Stage 1 development). An ITA is required in association with any resource consent application resulting in a total of more than 3,770 dwellings within the ODP area, also inclusive of Stage 1.

[11] Rounding errors may occur.

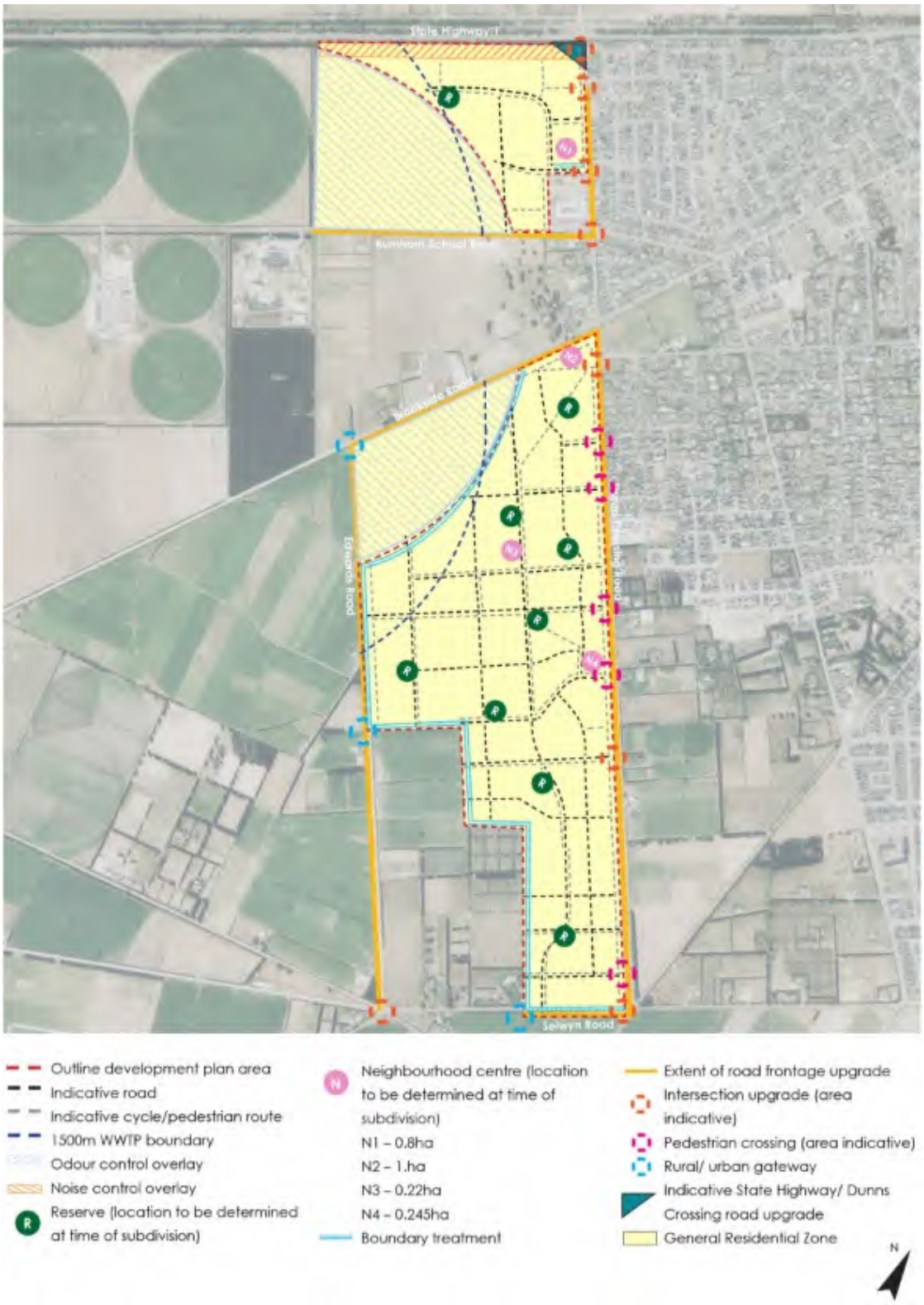


Figure 9: Rolleston 7 Outline Development Plan

42. **Table 6** sets out the transport network upgrades required by the ODP and items that have already been addressed or funded are shaded **green**.

Table 6: Transport Network Upgrades

Upgrade Required	Timing	Anticipated Funding Mechanism
Commencement of SH1/Dunns Crossing Road/Walkers Road Intersection upgrade in accordance with the Waka Kotahi NZ Upgrade Programme.	Prior to any development (including earthworks or construction related activities) in the ODP area.	Works already funded by Waka Kotahi.
Dunns Crossing Road/Newmans Road Intersection.	Prior to issue of a completion certificate under section 224 of the Act (other than a subdivision subject only to any of SUB-R12 or SUB-R13), in the ODP area.	Developer funded and/or as part of Waka Kotahi works to SH1/Dunns Crossing Road.
Dunns Crossing Road/Granite Drive Intersection.	Prior to issue of a completion certificate under section 224 of the Act (other than a subdivision subject only to any of SUB-R12 or SUB-R13), in that part of the ODP area north of Burnham School Road.	Developer funded.
Dunns Crossing Road/Burnham School Road Traffic Signals.	Prior to issue of a completion certificate under section 224 of the Act (other than a subdivision subject only to any of SUB-R12 or SUB-R13), in the ODP area.	Developer agreement (as in the Long Term Plan for 2024/2025).
Dunns Crossing Road/Lowes Road Roundabout.	Prior to issue of a completion certificate under section 224 of the Act (other than a subdivision subject only to any of SUB-R12 or SUB-R13), in that part of the ODP area south of Brookside Road.	Developer funded and/or developer agreement (as in the Long Term Plan for 2029/2030).
Goulds Road/Dunns Crossing Road/Selwyn Road Upgrade (Realignment of Goulds Road to intersect with Dunns Crossing Road approximately 150m north-west of Selwyn Road. Selwyn Road/Goulds Road/Dunns Crossing Road to become a roundabout).	Prior to issue of a completion certificate under section 224 of the Act (other than a subdivision subject only to any of SUB-R12 or SUB-R13), in that part of the ODP area south of Brookside Road.	Developer agreement (as in the Long Term Plan for 2026/2027).
Dunns Crossing Road Frontage Upgrade.	Prior to issue of a completion certificate under section 224 of the Act (other than a subdivision subject only to any of SUB-R12 or SUB-R13).	Developer funded or developer agreement where partly funded in the Long Term Plan.
Selwyn Road Frontage Upgrade.	Prior to issue of a completion certificate under section 224 of the Act (other than a subdivision subject only to any of SUB-R12 or SUB-R13) for any subdivision in the ODP area adjacent to Selwyn Road.	Developer funded.
Realignment of Brookside Road at Dunns Crossing Road (in accordance with DEV-RO7-FIGURE1 below) and gateway threshold (in accordance with the requirements of Road Traffic Standard 15) on Brookside Road.	Prior to issue of a completion certificate under section 224 of the Act (other than a subdivision subject only to any of SUB-R12 or SUB-R13), in that part of the ODP area south of Brookside Road.	Developer funded.
Edwards Road frontage upgrades as shown on the ODP. The carriageway upgrade of Edwards Road between Brookside Road and Selwyn Road including a gateway threshold on Edwards Road.	Prior to establishment of any vehicle crossing, access or road connection to Edwards Road or Brookside Road from the ODP area.	Developer funded.
Safety improvements to the Edwards Road/Ellesmere Junction Road intersection.	Prior to establishment of any vehicle crossing, access or road connection to Edwards Road from the ODP area.	Developer funded.

The Proposal

43. Development of the Site is proposed to comprise:

    i. A total of approximately 4,134 residential dwellings; and

    ii. Three commercial centres, including an approximately 5.7ha commercial area at the north-eastern corner of the site which will provide for a supermarket, convenience retail activities and fast-food outlets, with vehicle access to SH1 (via the slip lanes) and Dunns Crossing Road.

44. The following provides further details of the transport elements of the proposal. The locations referred to are illustrated in **Figure 10**.



Figure 10: Development Locations

Activities

Holmes Block

45. It is proposed to subdivide the Holmes Block to provide approximately 1,058 standard residential Lots, plus two Superlots and the proposed Holmes Commercial block. The residential component is anticipated to provide 1,106 dwellings[12] and each standard residential Lot will be limited to a maximum of one dwelling per Lot.

46. The layout of the Holmes Commercial area (including access, parking and loading) is indicative and will be subject to detailed design. The proposed consent conditions will require development to be generally in accordance with the precinct plan and will authorise activities within the centre as per the list below, while retaining flexibility as to the detailed layout and configuration. For the purposes of assessing transport effects, the land use in that area is proposed to be limited to the below gross floor areas (GFA)[13]:

    i. Supermarket: 5,000m^2 GFA;

    ii. Fast-food (including potential drive-thrus): 1,306m^2 GFA;

    iii. Mixed Tenancies: 4,800m^2 GFA across tenancies ranging from 750m^2 to 1,100m^2 GFA;

    iv. Small Tenancies: 2,800m^2 GFA across a series of 400m^2 GFA tenancies; and

    v. Service Station: 600m^2 canopy fuelling station, 350m^2 associated shop / café and car wash (84m^2).

Westhaven Central & South

47. It is proposed to subdivide Westhaven Central and Westhaven South[14] to provide approximately 2,920 residential Lots, plus three Superlots. This is anticipated to provide 3,028 dwellings[15] and each standard residential Lot will be limited to a maximum of one dwelling per Lot.

48. In addition, two commercial areas are proposed, as follows:

    i. Brookside Shops: 3,000m^2 GFA adjacent to the Dunns Crossing Road / Brookside Road intersection; and

    ii. Edwards Shops: 1,713m^2 GFA toward the western edge of the development.

Site Layout

Road Hierarchy

49. The proposed road hierarchy for the Holmes Block is illustrated in **Figure 11**. This provides a 24m wide Collector Road corridor as a central loop within the site, as well as connections to Dunns Crossing Road, Burnham School Road and the Holmes Commercial area.

[12] One dwelling per 1,058 standard residential Lots = 1,058 dwellings. Plus 8,739m^2 of superlots with an average of 180m^2 per dwelling giving a further 48 dwellings.
[13] The restrictions of GFA will be controlled via conditions of consent.
[14] Comprising the Brookside, Skellerup and Skellerup South Blocks.
[15] One dwelling per 2,920 standard residential Lots = 2,920 dwellings. Plus 19,462m^2 of superlots with an average of 180m^2 per dwelling giving a further 108 dwellings.



Figure 11: Holmes Block Road Hierarchy

50. The proposed road hierarchy in the Westhaven Central and Westhaven South blocks are illustrated in **Figure 12**. This provides strong north-south connections to assist with reducing the reliance on Dunns Crossing Road. Note that as part of the proposed development Brookside Road is proposed to be realigned to connect with Dunns Crossing Road opposite Lowes Road. A new road will be provided to connect to the existing Brookside Road, with cul-de-sacs at both ends, as illustrated in **Figure 13**.

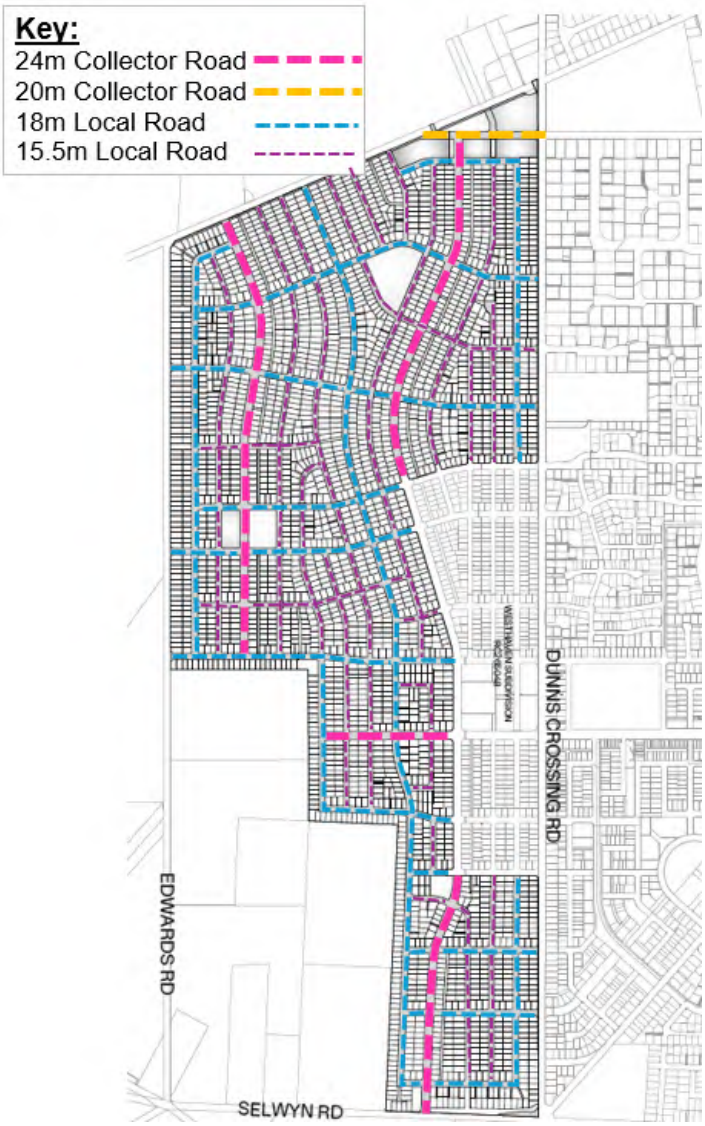


Figure 12: Westhaven Central & Westhaven South Block Road Hierarchy

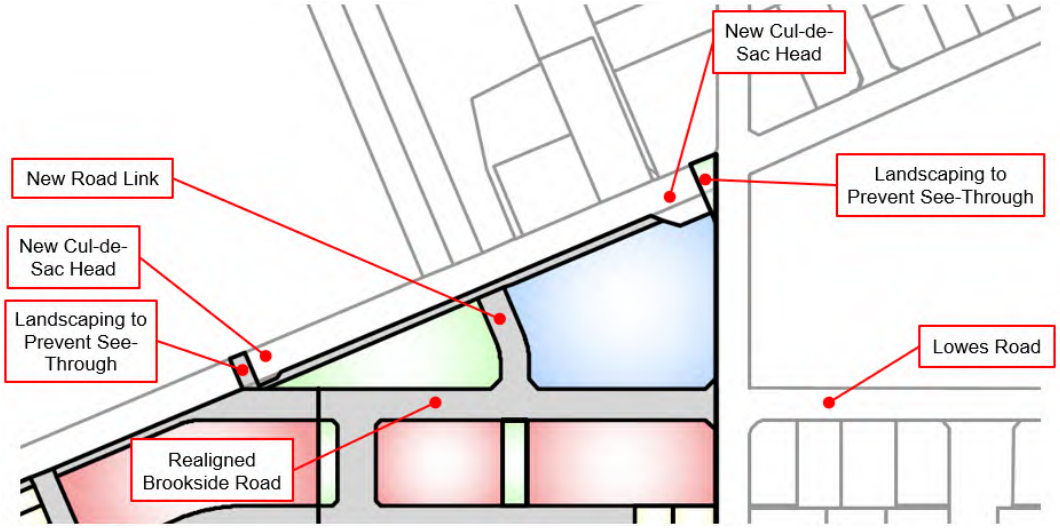


Figure 13: Proposed Brookside Road Realignment (Westhaven Central Block)

51. All internal roads are anticipated to have a speed limit of 50km/h or less.

Road Cross-Sections

52. **Table 7** sets out the cross-sections proposed for the development, which are also included in **Appendix 2**. The road types are illustrated in **Figure 11** and **Figure 12**.

53. In addition to the internal road cross-sections, **Table 7** also sets out the proposed frontage upgrades for Dunns Crossing Road, Burnham School Road, Brookside Road, Edwards Road and Selwyn Road. These upgrades are generally provided only along the site frontage, although the Edwards Road upgrade will extend between Brookside Road and Selwyn Road.

Table 7: Proposed Cross-Sections & District Plan Requirement

Road	Legal Width	Carriageway Width	Parking Lanes	Cycle Provision	Pedestrian Provision
Dunns Crossing Road (Arterial)	21.1m	9.1m – 11m	On eastern side & intermittent on western side (around power pole locations).	2.2m shared path (plus 0.3m interpath channel) on western side.	Shared path on western side and 1.5m footpath on eastern side.
Existing Brookside Road Alignment (Local Road)	25.6m	9m	Within Carriageway	-	1.8m footpath within development.
New Brookside Road Alignment (Local Road)	20m	10m	Within Carriageway	2.5m shared path on northern side.	Shared path on northern side.
Edwards Road	20.1m	9m	Within Carriageway	2.5m shared path on eastern side.	2.5m shared path on eastern side.
Selwyn Road (Local Road)	17.4m	11m	Within Carriageway	2.5m shared path on northern side.	2.5m shared path on northern side.
Burnham School Road (Local Road)	20.1m	10.5m	On northern side within carriageway.	2.5m shared path on northern side.	Shared path on northern side.
24m Collector	24m	12m (plus 2.5m planted median)	2 x 2.5m lanes in carriageway.	2.5m shared path one side.	Shared path one side and 1.8m footpath on eastern side.
18m Local Major Road with Shared Path	18m	9m	Within Carriageway	2.5m shared path one side.	Shared path one side and 1.8m footpath on eastern side.
18m Local Major Road	18m	9m	Within Carriageway	-	1.8m footpath both sides.
15.5m Local Road	15.5m	8m	Within Carriageway	-	1.8m footpath both sides.
District Plan Arterial Road	20m to 25m.	13m to 14m. 2 traffic lanes.	2 required.	Yes	Both sides.
District Plan Collector Road	20m to 25m	11m to 12m 2 traffic lanes.	1 required	Yes	Both sides.
District Plan Local (GRZ)	13m to 20m.	7.5m to 8m. 2 traffic lanes.	1 required.	N/A	One side.

Access Intersection Arrangements

54. Designs for the site access intersections to the wider road network are outlined below, noting that all designs will be subject to further design and Road Safety Audits.

Holmes Block Intersections

55. The proposed intersection arrangements for the Holmes Block are illustrated in **Appendix 2**. The following provides a brief description of these arrangements:

i. ***SH1 / Holmes Commercial Area Slip Lanes:*** Left in and left out slip lanes are proposed to serve the Holmes Commercial area from SH1. These accesses are approximately 162m south-west of the SH1 / Dunns Crossing Road roundabout and incorporate a 50m long deceleration lane (25m taper plus 25m deceleration lane), which assumes vehicles will depart the roundabout at 60km/h. A 240m acceleration lane plus 210m taper are proposed to enable vehicles to merge at 100km/h south-west of the access;

ii. ***Dunns Crossing Road / Newman Road / Holmes Commercial Access:*** This priority-controlled access is proposed to permit all movement entry into the Holmes Commercial area, although only left turn exits will be permitted (vehicles seeking to turn right onto Dunns Crossing Road or through to Newmann Road will need to use the proposed subdivision road network to access the Dunns Crossing Road / Granite Drive intersection). All other movements are still permitted on Dunns Crossing Road and Newman Road. Right turn bays are proposed on Dunns Crossing Road to safely accommodate waiting vehicles;

iii. ***Dunns Crossing Road / Granite Drive / Road 001 Intersection:*** This intersection is proposed to be traffic signal controlled, which will allow for pedestrian / shared path crossings of all approaches. Each approach provides shared through and left turn lanes, plus dedicated right turn lanes;

iv. ***Burnham School Road Intersections with Roads 044 & 045:*** These intersections will be priority-controlled, with right turn bays on Burnham School Road to safely accommodate traffic turning into the Holmes Block; and

v. ***Burnham School Road Intersections with Roads 012 & 048:*** These intersections will be priority-controlled, with localised widening opposite to enable through vehicles to pass right turning traffic.

Westhaven Central & South Block Intersections

56. The proposed intersection arrangements for the Westhaven Central and South Block are illustrated in **Appendix 2**. The following provides a brief description of these arrangements (from north to south):

i. ***Dunns Crossing Road / Lowes Road Intersection:*** It is proposed to create an additional (western) arm and signalise this intersection. The proposed arrangement includes separate left, through and right turn lanes on each of the approaches. It also provides signalised pedestrian / shared path crossings. This intersection was proposed to be a roundabout under the ODP requirements, but the additional development proposed with this FTAA application requires traffic signals to satisfactorily accommodate the traffic on the road network;

ii. ***Dunns Crossing Road / Local Major Road Intersections:*** These intersections are proposed to be priority controlled with right turn bays provided on Dunns Crossing Road. Threshold treatments will be provided within the subdivision where these form cross-roads with existing intersections to mitigate the potential that drivers assume that traffic on the minor arms have priority;

iii. ***Dunns Crossing Road / Local Minor Road Intersections:*** These intersections are proposed to be priority controlled. Threshold treatments will again be provided within the subdivision where

these form cross-roads with existing intersections to mitigate the potential that drivers assume that traffic on the minor arms have priority;

iv. ***Brookside Road Intersections:*** These intersections will be priority controlled. No right turn bays are proposed as the traffic volumes turning right into the subdivision are anticipated to be minimal;

v. ***Edwards Road Intersections:*** These intersections will be priority controlled, although no right turn bay is considered necessary because the Edwards Road traffic volumes are anticipated to be low; and

vi. ***Selwyn Road / Road 1 intersection:*** This intersection will be priority controlled, with a right turn bay provided on Selwyn Road to provide a safe waiting facility.

Internal Intersection Arrangements

57. The internal road network seeks to funnel traffic from the lower to higher order roads and then to the external transport network. Internal intersections are proposed to be priority-controlled 'T' intersections or cross-roads, with the higher order roads having the priority. Threshold treatments will be provided on the minor arm approaches where Local Major Roads intersect, to assist in clarifying priorities for unfamiliar drivers.

58. The anticipated roads with priority are illustrated in **Figure 14** (Holmes Block) and **Figure 15** (Westhaven Central and Westhaven South Block).



Figure 14: Holmes Block Internal Priorities

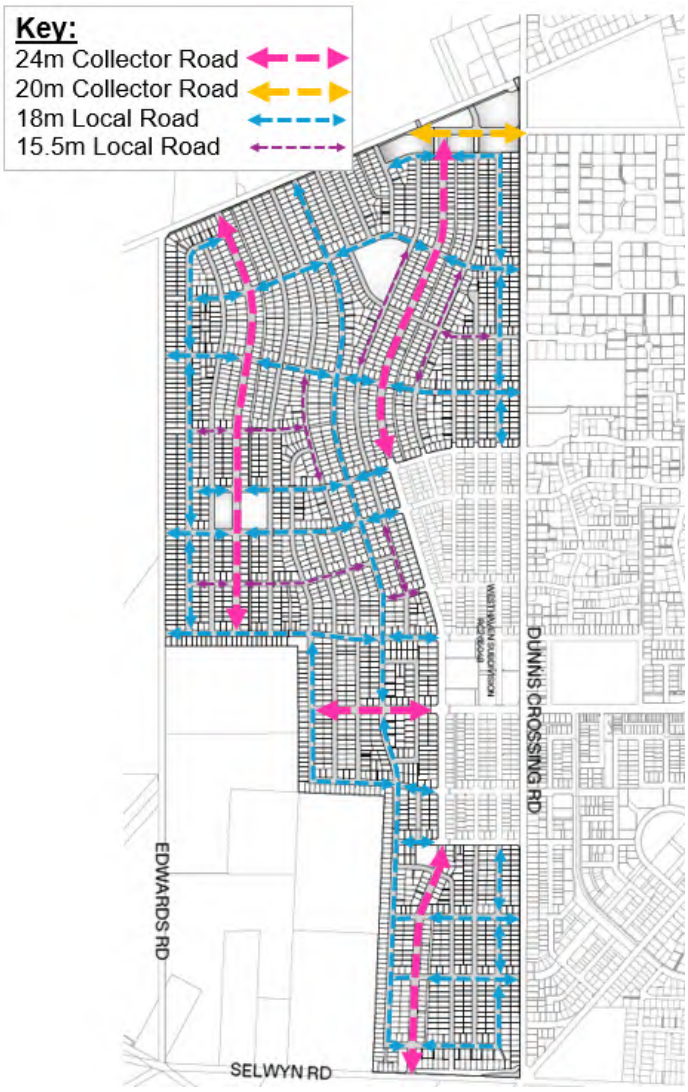


Figure 15: Westhaven Central & South Internal Priorities

Intersection Spacing

59. The separation of intersections within the Holmes Block is typically a minimum of 67m, although the separation between intersections on Road 004 with Roads 037 and 040 is 51m. The separation between the Dunns Crossing Road / Road 001 intersection and the Road 001 / Road 010 intersection is 125m.

60. The separation between intersections within the Westhaven Central and South Block is at least 65m. The intersections spacing within the site from Dunns Crossing Road are typically 72m. This is consistent with what was approved as part of the Stage 1 subdivision.

Intersection Sight Distance

61. The majority of internal intersections will provide at least 90m to 97m safe intersection sight distance, which is commensurate with a 50km/h design speed[16]. However, the following intersections are anticipated to have reduced sight distance, as follows (see also **Figure 16** and **Figure 17**):

i. Holmes Block:

(a) Road 004 / Road 038: 72m to the west;

(b) Road 001 / Road 038: 59m to the west;

(c) Road 001 / Road 039: 70m to the west;

(d) Road 004 / Road 016: 72m to the east; and

(e) Road 004 / Road 017: 57m to the east.

ii. Westhaven Central and Westhaven South:

(a) Road 65 / Road 89: 58m to the west;

(b) Road 110 / Road 109: 80m to the west;

(c) Road 106 / Road 107: 65m to the east;

(d) Road 19 / Road 21: 70m to the west; and

(e) Road 4 / Road 7: 77m to the east.

62. In addition, a covenant is proposed to be registered on the Title for the Westhaven Central Reserve to ensure that compliant sight distance is achieved out of Road 96 at the intersections with Roads 93 and 94. This is illustrated in **Appendix 4**. A condition of consent is volunteered to that extent.



Figure 16: Holmes Block Limited Sight Distance Locations

[16] Table 3.2 of Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.



Figure 17: Westhaven Central & South Block Limited Sight Distance Locations

Intersection Corner Splays

63. Intersections are proposed to have a straight chamfered splay of 3m by 3m, which is consistent with the approved and under construction subdivision of Stage 1. The PODP requires a 3m radius at these splays.

Footpath & Shared Path Connections

64. Shared paths are proposed throughout the development, as illustrated on plans 3050 to 3062 in **Appendix 2**. Roads 77, 1, 66, 45 and 41 in Westhaven Central and South have rear access to the Lots on the eastern side of the road so there are no vehicle crossings over the shared path. Similarly, Lots on the same side of the road as the shared path that fronting Roads 002, 004, 030, 044, 045 and 047 in the Holmes Block will also have rear access to avoid vehicle crossings over the shared path.

65. In addition, a shared path is proposed on the western side of Dunns Crossing Road, between Lowes Road and Selwyn Road (tying into the consented / constructed Stage 1 works). A shared path is also proposed on the western side of Dunns Crossing Road from Burnham School Road to the Dunns Crossing Road Holmes Block commercial access. Shared path crossing points are proposed on Dunns Crossing Road to link to the existing shared path on the eastern side of the road (north of Lowes Road) and the recently constructed shared path underpass of SH1 at the Dunns Crossing Road intersection.

66. A shared path is also proposed on the northern side of Burnham School Road. This path connects to the proposed facility on Dunns Crossing Road, as well as a proposed route through the Pines Reserve.

Cul-De-Sac Details

67. Four cul-de-sacs are proposed in the Holmes Block and one in Westhaven Central. Two of the Holmes Block cul-de-sacs (Roads 029 and 046) provides pedestrian / cycle access to a reserve. A further two (Roads 006 and 039) terminate within the Balance Lot. The Westhaven Central cul-de-sac (Road 101) provides a pedestrian / cycle connection through to an adjacent road, via reserve Lot 1805.

68. The cul-de-sac heads accommodate a 22m radius turning head plus additional road reserve for footpaths and berms. All cul-de-sac roads are shorter than 150m.

69. Two new cul-de-sacs are also proposed on the existing segment of Brookside Road that will no longer be a through route as a result of the Brookside Road realignment (see **Figure 13**). Again, the cul-de-sac heads accommodate a 22m radius turning head plus additional road reserve for footpaths and berms. All cul-de-sac roads are shorter than 150m and pedestrian / cycling links will be provided through to Brookside Road and Dunns Crossing Road.

Accessways

70. A range of accessways are proposed within the development that will serve between one and four Lots. These accessways have the following dimensions:

Table 8: Right of Way & Access Way Dimensions

	No. of Dwellings	Length	Legal Width	Formed Width	Turning Area	Passing Area
Proposed	1	Less than 50m	4m	3m	No	No
	2 – 3	Less than 50m	4m	3m	No	No
	6[17]	51m	4	3.6	No	No
	7[18]	Less than 50m	6m	3m minimum	No	At the road boundary
	11[19]	57m	8m, narrowing to 4m	5.5m in the initial 38m segment from the road. 3m in the narrower section.	At the 90-degree bends	Yes
District Plan Requirement	1	Less than 90m	3.5m	3m	Optional	Optional
	2 – 3	Less than 90m	4.5	3m	Optional	Optional
	4 - 6	Over 50m	6.5m	4.5m	Optional	Required

[17] Lots 251 and 252 in the Holmes Block.
[18] Lot 751 in Westhaven Central and South.
[19] Lot 756 in Westhaven Central and South.

Laneways

71. A series of Laneways are proposed that provide rear access to Lots fronting Roads 1, 077, 041, 045, and 066, as well as access to Lots that are otherwise without road frontage. These Laneways are broadly set out in **Table 9**.

Table 9: Laneways Details

Laneway No.	No. Lots Served	Legal Width	Length
151	38	8m	284m long, with pedestrian access to Road 77 roughly in the centre (Lot 152).
153	24	8m	186m long, with pedestrian access to Road 77 roughly in the centre (Lot 154).
155	23	8m	186m long, with pedestrian access to Road 77 roughly in the centre (Lot 156).
157	27	8m	214m long, with pedestrian access to Road 77 roughly in the centre (Lot 158).
651	31	8m	240m long, with pedestrian access to Road 66 roughly in the centre (Lot 652).
653	26	8m	202m long, with pedestrian access to Road 66 roughly in the centre (Lot 654).
655	23	8m	189m long, with pedestrian access to Road 66 roughly in the centre (Lot 656).
657	18	8m	153m no (no pedestrian access).
658	16	8m	133m no (no pedestrian access).
659	16	8m	129m no (no pedestrian access).
660	16	8m	129m no (no pedestrian access).
752	21	8m	159m long, with pedestrian access to Road 1 roughly in the centre (Lot 753).
754	23	8m	182m long, with pedestrian access to Road 1 roughly in the centre (Lot 755).

72. The design of the Laneways is consistent with that approved as part of the Stage 1 subdivision. The proposed laneways will operate as a low-speed shared access environment accommodating vehicles, pedestrians and cyclists within the same space. The cross-section will provide a 5.5m wide shared area for a depth of at least 6m where it meets a road, which is to provide queue space / passing within the site at the road boundary. The internal width will be narrowed to a minimum of 4m, with planted build-outs to provide horizontal deflection (to reduce vehicle speeds) at indicatively 50m spacings.

73. A 6m wide pedestrian access route is proposed for the longer Laneways with access to the vested road network. This provides a mid-block link that reduces the walking distance between on-street car parking at the properties on the eastern side of the Laneway.

74. 'On-street' parking will not be permitted on the Laneway, as this is a Right of Way. The provision of vehicle accesses and the planted build-outs will likely make 'on-street' parking impractical.

75. The proposed design guide permits no front yard fencing for the Lots on the eastern side of the Laneway and low planting (less than 1m high) is envisioned in the front yards of these Lots. These features provide visibility to passing pedestrians, cyclists and traffic from the eastern side of the Laneway. The western side of the Laneway will include 2m of berm prior to the property boundary. Fences will be required to be set back 0.5m on this boundary to again provide visibility to passing Laneway users. This is considered sufficient to provide a safe environment. We also anticipate passing users to be drawn toward the centre of the Laneway, providing additional separation and visibility.

Vehicle Crossings

76. Vehicle crossings are generally not proposed in this Application and will either be required to comply with District Plan requirements or seek Resource Consent at a later stage. That said, the following vehicle crossings for accessways and Right of Ways are worth noting:

    i. Right of Way to Lots 5412 / 5413 is approximately 19m from an intersection;
    ii. Right of Way to Lots 7462 / 7463 is approximately 17m from an intersection;
    iii. Right of Way to Lots 2094 / 2095 is within an intersection;
    iv. Right of Way to Lots 2098 / 2099 is approximately 13m from an intersection;
    v. Right of Way to Lots 2106 / 2107 is approximately 16m from an intersection; and
    vi. Access Lot 251 is approximately 7m from an intersection.

77. No crossings are proposed on the eastern side of Roads 77, 1, 66, 45 and 41 in the Westhaven Central and South block, consistent with the Stage 1 subdivision. Similarly, Lots on the same side of the road as the shared path that fronting Roads 002, 004, 030, 044, 045 and 047 in the Holmes Block will also have rear access to avoid vehicle crossings of the shared path.

78. No vehicle crossings are proposed to Selwyn Road. Similarly, vehicle crossings are not proposed to Brookside Road across the swale, other than access to the Laneways. This means vehicle crossings will be constructed within approximately 12m of the intersections of internal roads with Brookside Road.

Off-Site Transport Upgrades

79. The following off-site transport upgrades are proposed as part of this subdivision.

Dunns Crossing Road / Lowes Road & Dunns Crossing Road / Brookside Road Intersections

80. It is proposed to install traffic signals at the Dunns Crossing Road / Lowes Road intersection, which will also incorporate a fourth arm that provides access into the Site. A concept arrangement for this intersection is illustrated in **Figure 18** (see also **Appendix 2**). It is also proposed to signalise the Dunns Crossing Road / Brookside Road intersection at the same time, which removes the western Brookside Road approach (as required by the DEV-R07 ODP).



Figure 18: Dunns Crossing Rd / Lowes Rd & Dunns Crossing Rd / Brookside Rd Intersection Upgrade - Concept

Edwards Road / Selwyn Road / Swamp Road / Ellesmere Junction Road Intersection

81. It is proposed to amend the Selwyn Road (north) and Edwards Road approaches to the intersection with Swamp Road and Ellesmere Junction Road, as illustrated in **Figure 19** and **Appendix 5**. This includes changes to the northern side of the intersection only, as these are the approaches most likely to be affected by traffic generation from the proposed development. These changes will ultimately require approval from SDC, as the Road Controlling Authority, although the Concept Plan is intended to provide an understanding of what is proposed.

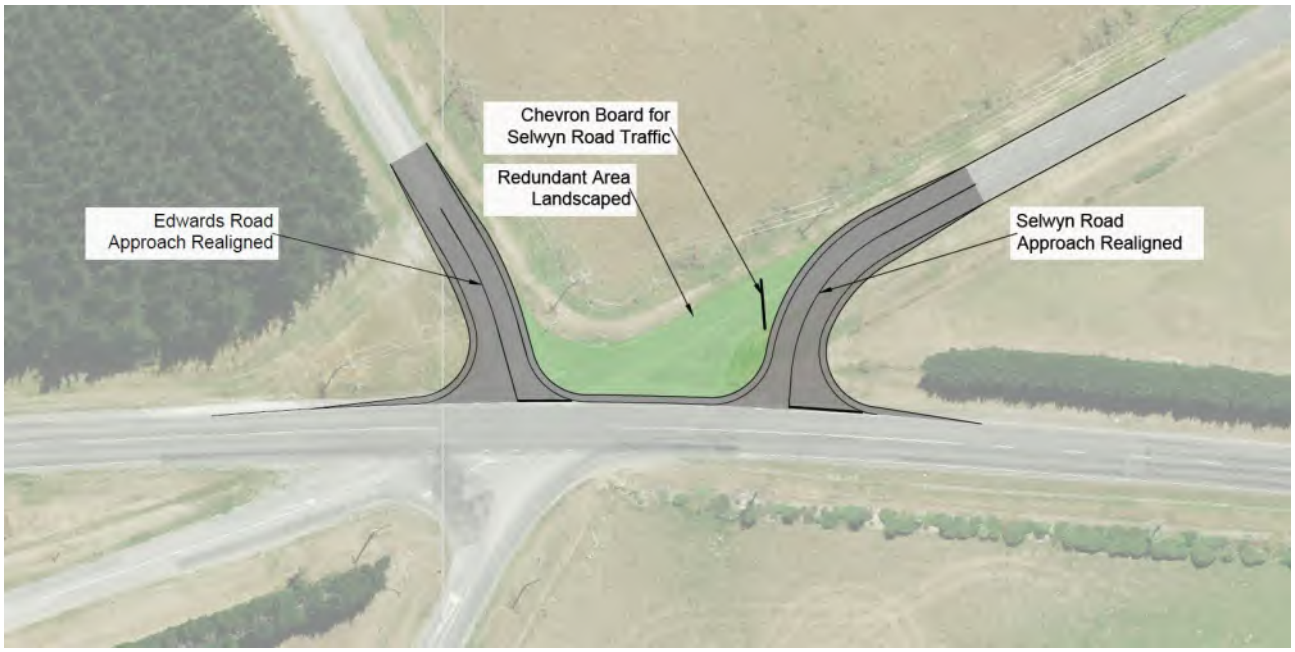


Figure 19: Edwards Rd / Selwyn Rd / Swamp Rd / Ellesmere Junction Rd Intersection Upgrade

Threshold Treatments

82. Development of the Site and introduction of site access intersections and vehicle crossings make it beneficial to reduce the speed limits of the roads in the immediate vicinity of the Site. It is anticipated that all frontage roads will be reduced to 50km/h speed limits upon construction of the frontage upgrades.

83. Threshold treatments are proposed in locations consistent with the PODP ODP requirements (**Figure 9**). The details of the threshold treatments would need to be agreed with the Council, although **Figure 20** illustrates a typical example of the layout of these facilities.

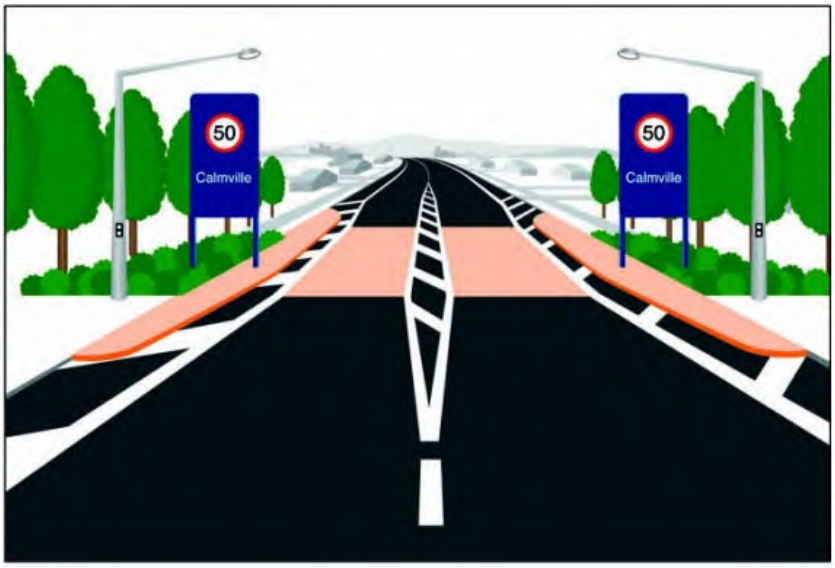


Figure 20: Example Threshold Treatment (Source – Road Traffic Standard 15)

Traffic Generation

Residential

84. The traffic generation of the proposed residential development has been broadly based on data from the New South Wales *Guide to Transport Impact Assessment*. The arrival / departure splits are taken from the Institute of Transportation Engineers *Trip Generation Guide* for residential single-family detached housing.

85. The adopted traffic generation rate is set out in **Table 10** and is based on the rate for low density residential development, which is a higher traffic generation than for medium density residential development in that Guide and more consistent with observed current trip rates in Rolleston. **Table 10** also sets out the resultant traffic generation for the 4,134 dwellings of the proposed activity[20].

Table 10: Residential Traffic Generation

		Arrivals	Departures	Total
Trip Rate per Dwelling	AM Peak Hour	0.21	0.64	0.85
	PM Peak Hour	0.54	0.31	0.85
	Daily	3.77	3.77	7.53
Application Traffic Generation (4,134 dwellings)	AM Peak Hour	878	2,635	3,514
	PM Peak Hour	2,214	1,300	3,514
	Daily	15,565	15,565	31,129

Holmes Block Commercial

Supermarket, Mixed & Small Tenancies

86. The traffic generation for the Supermarket, Mixed and Small Tenancies at the Holmes Commercial centre has been taken from the New South Wales *Guide to Transport Impact Assessment*, adopting the traffic generation rates for large shopping centres[21]. The Friday evening peak hour was the highest traffic generation, with the following traffic generation rates and resultant traffic generation being estimated:

    i. Supermarket (5,000m^2 GFA): 0.134 vehicles per m2 GFA = 670 vehicles per hour;

    ii. Mixed Tenancies (4,800m^2 GFA): 0.032 vehicles per m^2 GFA = 154 vehicles per hour; and

    iii. Small Tenancies (2,800m^2 GFA): 0.016 vehicles per m^2 GFA = 45 vehicles per hour.

87. No data is provided for the AM peak hour traffic generation, so other shopping centre data in the New South Wales *Guide to Transport Impact Assessment* has been used to determine an AM peak hour and daily traffic volumes. Similarly, no data is provided regarding the arrival / departure splits, so Shopping Centre data from the Transportation Engineers *Trip Generation Guide* has been used. The resultant traffic generation from the above components is set out in **Table 11**[22].

[20] Some rounding errors occur.
[21] Table 5.30 of that report.
[22] Some rounding errors occur.

Table 11: Holmes Block Supermarket, Mixed & Small Tenancies Traffic Generation

	Arrivals	Departures	Total
AM Peak Hour	379	242	621
PM Peak Hour	426	443	868
Daily	4,791	4,791	9,582

88. The fast-food traffic generation has been based on data in the New South Wales *Guide to Transport Impact Assessment*. This data is based on the number of stores and, whilst two buildings are illustrated on the plans, we have assumed there will be three stores. The traffic generation data shows a clear distinction between the traffic generation of a McDonalds compared to other fast-food outlets, with McDonalds being notably higher than other brands. We have assumed that only one McDonalds would establish, with two other brands.

89. The resultant fast-food traffic generation is set out in **Table 12**[23].

Table 12: Fast-Food Traffic Generation

	Arrivals	Departures	Total
AM Peak Hour	139	139	278
PM Peak Hour	159	159	317
Daily	1,208	1,208	2,416

Service Station

90. The traffic generation of the service station has been based on 6% of the passing volumes on the road network (i.e. 3% arrivals and 3% departures). In our opinion, this reflects there being other service stations accessed directly from SH1 in Rolleston.

91. We also note that the data in the Transportation Engineers *Trip Generation Guide* indicates that the presence of a shop and / or car wash facility does not increase the traffic generation of a service station. Based on the predevelopment volumes passing the Site on SH1 south-westbound and Dunns Crossing Road, the service station is anticipated to generate 130 vehicle movements per hour in the AM peak and 88 vehicle movements per hour in the PM peak. As a broad estimate, this is anticipated to equate to 1,300 vehicle movements per day.

Overall Traffic Generation

92. The overall traffic generation of the Holmes Commercial centre is summarised in **Table 13**. This does not account for reductions associated with pass-by and diverted traffic, which is set out in more detail in the traffic modelling report in **Appendix 6**.

[23] Some rounding errors occur.

Table 13: Holmes Commercial Traffic Generation

	Arrivals	Departures	Total
AM Peak	583	446	1,029
PM Peak	628	645	1,273
Daily	6,649	6,649	13,298

Other Commercial

93. The traffic generation for the Brookside Shops has been based on data in the New South Wales *Guide to Transport Impact Assessment*[24]. This shopping centres is anticipated to provide 3,000m^2 GFA of activity. Shopping Centre data from the Transportation Engineers *Trip Generation Guide* has been used to determine the arrival / departure splits. **Table 14** sets out the traffic generation from this activity.

Table 14: Brookside Commercial Traffic Generation

	Arrivals	Departures	Total
AM Peak	198	126	324
PM Peak	214	223	437
Daily	1,706	1,706	3,412

94. The traffic generation of the Edwards Shops has not been included as these are intended to only provide for day-to-day shopping for the residents within the Westhaven Central and South Block. As such, no external traffic is anticipated from these shops.

Overall Traffic Generation

95. **Table 15** sets out the overall traffic generation of the proposed development[25]. That said, this does not account for trip internalisation or pass-by traffic effects (i.e. this traffic will not be realised on the external road network).

Table 15: Holmes and Westhaven Central & South Total (Residential & Commercial) Traffic Generation

	Arrivals	Departures	Total
AM Peak	1,659	3,208	4,867
PM Peak	3,056	2,168	5,224
Daily	23,920	23,920	47,839

[24] Table 5.3.2, for shopping centres of 1,000m^2 to 6,000m^2 GFA.
[25] Some rounding errors occur.

96. **Table 16** sets out the total traffic generation of the consented Stage 1 development plus the activity proposed in this application (again excluding internalisation and pass-by effects). This is to feed into the traffic modelling of the consented and proposed activity that is discussed further in paragraph 148.

Table 16: Holmes and Westhaven Central & South plus Stage 1 Total (Residential & Commercial) Traffic Generation

	Arrivals	Departures	Total
AM Peak	1,982	3,712	5,694
PM Peak	3,587	2,577	6,165
Daily	27,854	27,854	55,709

District Plan Compliance Assessment

97. The Site is in the General Residential Zone (GRZ) in the PODP and an assessment of compliance against the transport rules has been undertaken and is contained in **Appendix 7**. **Table 17** summarises the non-compliances identified.

Table 17: District Plan Transport Non-Compliance

Rule	Requirement	Nature of Non-Compliance
TRAN-R1 Works and Activities in a Land Transport Corridor	TRAN-REQ19 Land Transport Infrastructure Formation Standards	Dunns Crossing Road is an Arterial Road and requires a minimum 13m carriageway, whereas 9.1m to 11.1m is proposed. Brookside Road is a Local Road and has a legal width of 25.6m (compared to 20m maximum permitted) and a carriageway width of 9m (compared to a maximum of 8m permitted). Edwards Road is a Local Road and has an existing legal width of 20.1m (compared to 20m maximum permitted) and a proposed carriageway width of 9m (compared to a maximum of 8m permitted). Selwyn Road is a Local Road and has a proposed carriageway width of 11m (compared to a maximum of 8m permitted). Burnham School Road is a Local Road and has an existing legal width of 20.1m (compared to 20m maximum permitted) and a proposed carriageway width of 10.5m (compared to a maximum of 8m permitted). 18m Local Major Roads have carriageway widths of 9m, whereas a maximum carriageway width of 8m is permitted in the GRZ. Cul-de-sac roads 006 and 039 in the Holmes Block terminate in the Balance Lot, which does not provide a through walking and cycling connection.
TRAN-R2 Creation of a New Land Transport Corridor	TRAN-REQ20 Intersection Spacing	123m spacing is required for all intersections on Arterial Roads and Collector Roads where the speed limit is 50km/h. Less than this is proposed.
TRAN-R4 Vehicle Crossings	TRAN-REQ2 Vehicle Crossing Access Restrictions	The speed limit on Dunns Crossing Road (an Arterial Road) is 80km/h south of the intersection with Arbor Green Boulevard. Vehicle crossings are proposed on Dunns Crossing Road past this point.
	TRAN-REQ4 Siting of Vehicle Crossings	Some vehicle crossings will not comply with separation distances to intersections (see paragraphs 76 and 78). Lots close to bends may not be able to comply with sight distance requirements.
		Vehicle crossings are proposed on Dunns Crossing Road within the existing 80km/h speed limit area. This requires 100m separation between accesses, which is not proposed.
TRAN-R5 Vehicle Accessways	TRAN-REQ7 Accessway design, formation and use	Accessways to two to three dwellings will have a legal width of 4m, compared to a requirement for 4.5m. The accessway to six dwellings has a legal width of 4m (6.5m required) and formed width of 3.6m (4.5m required). The Laneways, Access Lot 751 and Access Lot 756 each serve more than six dwellings.
TRAN-R8 High Trip Generating Activities		The activity proposed in the Holmes Commercial Block requires consent under this Rule.

Assessment of Effects

98. As a Non-Complying activity under the PODP the following provides an assessment of the key transport related matters associated with the proposed subdivision, including assessments of the non-compliances set out in **Table 17**.

Land Transport Formation Standards

Dunns Crossing Road Width

99. The proposed upgrade to Dunns Crossing Road will provide a carriageway of 9.1m to 11.1m width, with the narrower width provided adjacent to existing power poles as parking is locally excluded on the western side of the road. The PODP requires a minimum carriageway width of 13m.

100. The proposed arrangement provides for two 3.0m traffic lanes plus a 2.5m wide parking lane on the eastern side and intermittent 2.5m parking lane on the western side. This arrangement is a continuation of the cross-section that was approved as part of the Stage 1 consent, which has recently been constructed.

101. It is also proposed that Roads 1 and 77 form a spine road through the Westhaven Central and South Block, on the western side of Dunns Crossing Road (a continuation of the existing spine road in the consented Stage 1). This links from the Dunns Crossing Road / Lowes Road intersection to Selwyn Road and is anticipated to reduce the traffic volumes that may have otherwise been anticipated on Dunns Crossing Road (between Lowes Road and Selwyn Road).

102. Concept arrangements have been developed for the proposed intersections with Dunns Crossing Road. These intersections accommodate RTS 8m rigid trucks turning to / from the minor arms. This is consistent with the Design Vehicle recommended by Austroads for an intersection between Arterial and Local Roads in a residential context[26].

Internal Carriageway Widths

103. The proposed carriageways for the 18m wide Local Major Roads will be 9m, whereas the PODP permits a maximum of 8m width in the GRZ. Local Major Roads in the Medium Density Residential Zone (MRZ) are permitted carriageway widths of 9m and (although this site is not within that zone) the PODP does indicate there are circumstances where this width may be appropriate. This is relevant for this proposal as it seeks to adopt the MRZ framework for residential development[27], resulting in smaller Lot sizes. Therefore, the carriageway width is appropriate in this context.

104. On-street car parking can be expected to occur and is anticipated to accommodate 2.3m carriageway width[28] where it does occur. This leads to three potential scenarios for the use of the proposed carriageway:

    i. Two 4.5m wide traffic lanes, which are suitable for vehicles to pass on-road cyclists;

    ii. Parking on one side (2.3m) and trafficable width of 6.7m, which can comfortably accommodate two-way traffic; and

[26] Guide to Road Design Part 4: Intersections and Crossings: General – Table 5.1.
[27] Refer to the Assessment of Environmental Effects for further discussion on this.
[28] AS2890.5 – Australian Standard for Parking Facilities Part 5 – On-street parking.

iii. Parking on both sides (2 x 2.3m) and trafficable width of 4.4m, which can comfortably accommodate single lane traffic flow for emergency service vehicles and / or refuse collection.

105. Although the additional 1m of carriageway width has the potential to encourage higher speeds, we consider this will be countered by on-street car parking. Overall, the proposed carriageway width is considered to be practical, functional and appropriate, particularly given these widths are permitted in the MRZ.

Brookside Road Legal Width

106. The legal width of Brookside Road is proposed to vary between 25.6m for the existing alignment to a compliant 20m for the realigned segment within the development. The 25.6m width is greater than permitted for either a Local Road (the current classification) or a Collector Road, which permits a maximum width of 25m and would be the logical future classification given the change in transport environment arising from this Application[29].

107. The additional width proposed is to accommodate a swale on the southern side of the road. This will provide an engineering purpose for the additional width, which is only 0.6m greater than would otherwise be permitted for a Collector Road. There will be intermittent street tree planting along the swale, which will assist in visually narrowing the road corridor and assist with managing vehicle speeds. On this basis, the additional legal width proposed is considered acceptable.

Edwards Road Legal Width

108. The legal width of Edwards Road is currently 20.1m and this will be retained with the proposed development. The PODP permits a maximum legal width of 20m for a Local Road (the current Edwards Road classification), although a legal width of up to 25m is permitted for Collector Roads and this is the likely function of Edwards Road when the development is complete. The legal width is therefore considered acceptable.

Brookside Road, Edwards Road & Selwyn Road Carriageway Widths

109. The Edwards Road and Brookside Road carriageway widths are proposed to be 9m and 10m respectively, compared to a maximum permitted width of 8m for a Local Road in the GRZ. As stated above, it is envisaged these roads will operate as Collector Roads and a carriageway width of 9m to 10m is more appropriate. It is acknowledged that Collector Roads are required to provide a minimum carriageway width of 11m, although the proposed width still accommodates two-way traffic flow plus on-street car parking on one-side of the road (noting the western side of Edwards Road and northern side for parts of Brookside Road will remain rural). These roads could be further widened if development occurs on the opposite side of the road as part of future development proposals. In any event, the proposed carriageway width is considered acceptable.

110. Selwyn Road is proposed to have a carriageway width of 11m, compared to a maximum permitted width of 8m for a Local Road in the GRZ. The proposed cross-section accommodates two-way traffic and on-street car parking should Lots that front this road provide pedestrian access to Selwyn Road. It is also likely that the development will increase traffic volumes on this section of road, meaning the proposed width (which is compliant for a Collector Road) would be more appropriate.

[29] Changes to the road hierarchy would need to occur through a review and amendment to the PODP, rather than as part of this Application.

Cul-de-sac Termination in Balance Lots

111. The cul-de-sacs at the ends of Roads 006 and 039 in the Holmes Block are proposed to terminate in the Balance Lot and do not provide pedestrian or cycle connections. Each cul-de-sac will serve a relatively small residential catchment of approximately 11–14 dwellings. Residents at the head of the cul-de-sac will be required to walk a maximum distance of no more than 100m to reach the connecting street, which is a reasonably short distance and does not significantly increase the route towards the Holmes Commercial Block or Burnham School. While this represents a minor reduction in pedestrian route directness, the length of the cul-de-sac and the number of affected dwellings is limited.

112. On this basis, the absence of a pedestrian connection at the cul-de-sac head is anticipated to result in a small inconvenience for a limited number of residents, rather than a material adverse effect on pedestrian accessibility or network connectivity. Overall, the arrangement is considered acceptable.

Intersection Spacing

113. An intersection spacing of 123m is required along Collector Roads. Spacings of 65m to 67m are generally proposed for the development. The key assessment matter for this non-compliance is:

    Any effects, including cumulative effects, on traffic safety or the efficiency and effectiveness of land transport infrastructure

114. Austroads (Guide to Road Design Part 4A: Unsignalised and Signalised Intersections) recommends a spacing of at least five seconds of travel time at the design speed to provide time for drivers to process information relating to traffic, the road layout and traffic signs. In this instance, the anticipated internal design speeds will be in the order of 40km/h to 50km/h, leading to a suggested separation of 56m to 69m. This indicates that the proposed intersection separation will be acceptable.

115. The spacing between the intersections of Road 004 with Roads 037 and 040 is approximately 51m. However, the bend in Road 004 is anticipated to slow vehicles, such that this spacing will be acceptable (noting the separation is slightly below that permitted for 40km/h).

Intersection Sight Lines

116. Paragraph 61 set out a series of intersections where safe intersection sight distances are anticipated to not be met. Although this is not a PODP non-compliance, it requires assessment to confirm that the proposed layout is acceptable. These intersections are all in close proximity to bends and **Table 18** provides an assessment of the available sight distance plus justification as to why this is acceptable.

Table 18: Safe Intersection Sight Distance Assessment

Development Area	Intersection & Sight Distance	Justification
Holmes Block	Road 004 / Road 038: 72m to the west.	The radius of the curve is 39m and this limits the speed to approximately 41km/h, which leads to a SISD[30] requirement of 75m. A 'no fencing' and limitation of planting no higher than 1m will be imposed for the first 1.5m on the northern frontage of Lots 3421 & 3422 to achieve a 75m SISD.
	Road 001 / Road 038: 59m to the west; and Road 001 / Road 039: 70m to the west.	The inside radius of the curve is 32m and this limits the speed to approximately 38km/h, which leads to a SISD requirement of 68m. A 'no fencing' and limitation of planting no higher than 1m will be imposed for the first 3.75m on the southern frontage of Lots 3443 & 3444 to achieve a 68m SISD.
	Road 004 / Road 016: 72m to the east; and Road 004 / Road 017: 57m to the east.	The inside radius of the curve is 32m and this limits the speed to approximately 38km/h, which leads to a SISD requirement of 68m. A no fencing and limitation of planting no higher than 1m will be imposed for the first 3.75m on the northern frontage of Lots 2216 & 2162 to achieve a 68m SISD.
Westhaven Central and South Block:	Road 65 / Road 89: 58m to the west	The radius of the curve is 24m and this limits the speed to approximately 33km/h, which leads to a SISD requirement of 58m. It is therefore considered to be acceptable.
	Road 110 / Road 109: 80m to the west	A no fencing and limitation of planting no higher than 1m will be imposed for the first 1.5m on the northern frontage of Lot 1039 to achieve a 97m SISD.
	Road 106 / Road 107: 65m to the east; Road 19 / Road 21: 70m to the west; and Road 4 / Road 7: 77m to the east.	The inside radius of the curve is 10.5m and this limits the speed to approximately 22km/h, which leads to a SISD requirement of 36m. Greater than this is achieved, so the sight distance is considered acceptable in the context of the speed environment.

117. Subject to appropriate covenants being included, the effects of these non-compliances are considered acceptable.

Intersection Corner Splay

118. The District Plan requires that property boundaries at intersections be splayed with a rounded corner that has a minimum radius of 3m. Straight splays are proposed, which will provide greater road reserve than required by the District Plan requirement and are therefore considered acceptable. This additional road reserve is illustrated in **Figure 21**.

[30] SISD = Safe Intersection Sight Distance.

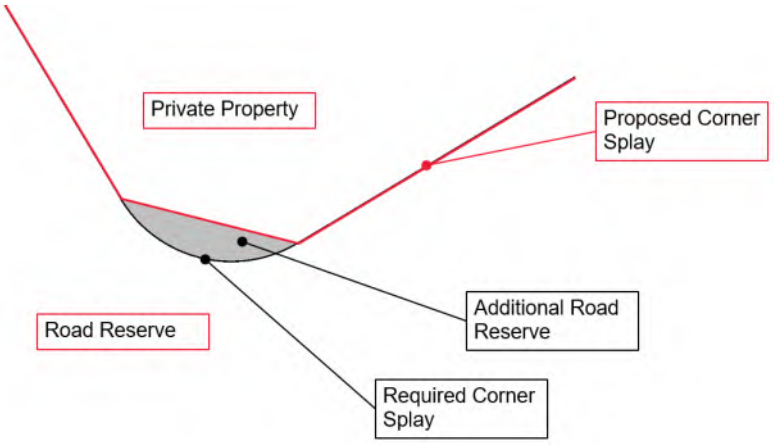


Figure 21: Additional Land at Corner Splays

Vehicle Crossings & Accessways

Vehicle Crossings to Dunns Crossing Road

119. A non-compliance has been identified for vehicle crossings to Dunns Crossing Road where there is a current 80km/h speed limit, whereas compliance requires a speed limit of less than 60km/h. It is anticipated that this speed limit would reduce to 50km/h to be consistent with the remainder of Dunns Crossing Road as development progresses. We also note that the Selwyn District Council Speed Management Plan (2024 – 10 year vision) identifies the existing speed limit as reducing to 50km/h on Dunns Crossing Road.

120. Similar to the above, a potential non-compliance has been identified in that accesses within the 80km/h speed zone are required to be separated by 100m or in the location that most nearly complies. However, no accesses have yet been proposed in this area and this requirement will be removed if the speed limit is lower than 70km/h (which it is anticipated to be).

121. Given the above, the accesses to Dunns Crossing Road are considered acceptable.

Vehicle Crossing Separation to Intersections

Right of Way Vehicle Crossings

122. Consents for vehicle crossings are not generally sought in this Application. That said, Right of Ways and Accessways have been identified, which leads to the following non-compliances requiring assessment.

    i. ***Right of Way to Lots 5412 / 5413:*** This vehicle crossing would be separated from the Road 20 / Road 23 intersection by approximately 19m, compared to a separation requirement of 20m. The access is on the departure side of the minor arm at the intersection, as Road 20 would have the priority at that location. This means the access would not be blocked by queuing traffic and it would be clear that a driver is signalling to enter the access rather than turn at the intersection.

    ii. ***Right of Way to Lots 7462 / 7463:*** This vehicle crossing would be separated from the Road 1 / Road 4 intersection by approximately 17m, compared to a separation requirement of 20m. The access is located on the minor arm approach to the intersection, although it is sufficiently far back from the future stop line that it is unlikely to be blocked by queuing vehicles.

iii. ***Right of Way to Lots 2094 / 2095:*** This vehicle crossing is within the intersection of Road 046 and Road 049. That said, it is opposite the intersection, so other drivers will not be confused when drivers are indicating to turn into the accessway. Drivers departing this access will also have a good view to traffic on the road network and will know to give-way.

iv. ***Right of Way to Lots 2098 / 2099:*** This vehicle crossing is approximately 13m south of the Road 046 / Road 049 intersection, where the PODP requires 20m separation. Again, it is on the opposite side to the minor arm, so other drivers will not be confused when drivers are indicating to turn into the accessway. Drivers departing this access will also have a good view to traffic on the road network and will know to give-way.

v. Right of Way to Lots 2106 / 2107: This vehicle crossing will be separated from the Road 001 / Road 046 intersection by approximately 16m, compared to a separation requirement of 20m. The access is on the departure side of the minor arm at the intersection, as Road 001 would have the priority at that location. This means the access would not be blocked by queuing traffic and it would be clear that a driver is signalling to enter the access rather than turn at the intersection.

vi. ***Access Lot 251:*** This access is approximately 7m from the Road 010 / Road 049 intersection compared to a requirement for 30m separation (based on Road 010 being a Collector Road). The access is on the opposite side to the minor arm, so other drivers will not be confused when drivers are indicating to turn into the accessway. Drivers departing this access will also have a good view to traffic on the road network and will know to give-way.

123. Overall, the effects of the above vehicle crossing non-compliances are considered acceptable given the above assessment and low traffic generation of the dwellings served by the accesses.

Brookside Road Vehicle Crossings

124. Non-compliances are also anticipated regarding the vehicle crossing locations for sites that have frontage to the existing alignment of Brookside Road, where it is being retained. This is because vehicle crossings are not proposed over the Brookside Road swale, other than for the Laneways. Lot number 4128 is an example of an affected Lot.

125. Lots that have frontage to Brookside Road have a depth of 14m, meaning they will not provide the minimum 20 separation required by the PODP. However, the carriageway of this segment of Brookside Road is approximately 12.5m from the road boundary because of the swale and footpath on the southern side of that road. This increases the effective separation such that a vehicle crossing located at the furthest point from the Brookside Road boundary will be acceptable. We also note that these vehicle crossings serve a single dwelling, which minimises the scale of effects that may arise.

Vehicle Crossing Sight Distances

126. The PODP requires a sight distance of 45m for residential accesses to Local or Collector Roads. Lots are located on or near the inside of bends within the subdivision and therefore may not achieve the required sight distance. An example of this is Lot 1109 in Westhaven Central, where the Lot is at the bend of Road 106. The centre line radius of that bend will be approximately 15m, which will slow vehicles to approximately 25km/h and require a Stopping Sight Distance of approximately 21m[31].

[31] Based on the requirements of Austroads Guide to Road Design.

127. We consider that vehicle crossings could be located at the furthest point from the bends and suitable sight distance achieved. Whilst no vehicle crossing is sought at this time, acceptable locations can be found at the time of developing these Lots.

Accessway Formation

Accessways to Two to Three Dwellings

128. Accessways to two to three dwellings will have a legal width of 4m, compared to a requirement for 4.5m. These accesses will provide a compliant formed width and therefore accommodate the transport needs of the accessway. The accessway is also wider than that required by NZ Standard 4404:2010[32].

Access Lots 251 & 252

129. These accessways serve six dwellings and have legal widths of 4m (6.5m required) and formed widths of 3.6m (4.5m required). The widths also mean that no passing will be achieved along the accessway.

130. The traffic volumes using the access will be reasonably low, with approximately five vehicle movements per hour[33] during the peak hours. This equates to an average of one vehicle movement every 20-minutes on average, which suggests the potential for conflicts to arise will be minimal.

131. The 3.6m trafficable width is considered acceptable on the basis this is a straight access. This will also assist in drivers seeing pedestrians on the access and knowing to slow to let those pedestrians pass.

132. Whilst not ideal, the proposed access arrangement is considered tolerable.

Laneways

133. A series of Laneways are proposed in Westhaven Central and South that are primarily intended to avoid vehicle crossings across the shared path on Roads 77, 1, 66, 45, and 41. That said, access Lots 451 and 660 provide access to dwellings that have no road frontage. Each of these Laneways serves greater than six dwellings and the PODP requires a road for this number of dwellings.

134. The proposed Laneway arrangements are through routes and include the following features, which are consistent with those approved in the Stage 1 consent:

    i. Planted build-outs are proposed that provide horizontal deflection and are intended to reduce vehicle speeds on the Laneway. These are provided at indicatively 50m spacings and queue space for at least one vehicle is provided at the ends of the Laneways before the first planted build-out;

    ii. Vehicle tracking will be provided at detailed design stage to confirm these Laneways are navigable by fire trucks and satisfactory manoeuvring is achieved to / from the properties with vehicle access near the landscape build-outs; and

    iii. A 6m wide pedestrian link is provided mid-block to reduce walking distances to the road network for the longer Laneways. This also provides the opportunity to place bins on the road and for visitors to access on-street car parking.

[32] Land Development and Subdivision Infrastructure.
[33] Adopting the 0.85 trips per dwelling trip rate from Table 10.

135. ‘On-street’ parking will not be permitted on the Laneways, as these are Right of Ways. The provision of vehicle accesses and the planted build-outs will likely make ‘on-street’ parking impractical. Provision of signs and line marking (if necessary) can be considered at Engineering Approval stage.

136. No front yard fencing will be permitted for the Lots on the eastern side of the Laneway and low planting (less than 1m high) is envisioned in the front yards of these Lots. These features provide visibility to passing pedestrians, cyclists and traffic from the eastern side of the Laneway. The western side of the Laneway will include 2m of berm prior to the property boundary. Fences will be required to be set back 0.5m on this boundary to again provide visibility to passing Laneway users. This is considered sufficient to provide a safe environment. We also anticipate passing users to be drawn toward the centre of the Laneway, providing additional separation and visibility. Overall, we consider that the proposed laneway arrangement provides suitable features to slow traffic whilst safely accommodating pedestrians and cyclists without requiring dedicated footpaths.

Access Lot 751

137. Access Lot 751 serves seven residential Lots and again the PODP requires a road for this number of dwellings. This access Lot is approximately 48m long and does not provide a through route. The arrangement will include a minimum 5.5m trafficable width for a length of 6m to provide passing at the road boundary. The minimum width within the access Lot beyond this will be 3.6m, although the overall arrangement will be determined at Engineering Approval stage and will account for vehicle tracking to / from property accesses.

Access Lot 756

138. Access Lot 756 serves eleven residential Lots, with the PODP requiring a road for this number of dwellings. The initial 39m length of access has a legal width of 8m and will provide a 5.5m wide trafficable width. The access Lot width reduces to 4.0m where it branches off at the closed end, with a minimum trafficable width of 3.6m proposed in these areas. These narrowed sections are approximately 15m long and serve two units each.

139. The above arrangement is considered functional from a transport perspective, noting the peak hour traffic volumes using the accessway will be in the order of nine vehicles per hour and will reduce along the access toward the closed end.

Changes to Brookside Road

140. Changes are proposed to Brookside Road, including realignment of the road to intersect with Dunns Crossing Road opposite Lowes Road. Approximately 330m of the existing alignment (closest to Dunns Crossing Road) will be retained for local access only, with compliant cul-de-sac heads provided at both ends of this segment. This realignment is in accordance with the DEV-RO7 requirements of the PODP.

141. This 330m of existing alignment will not accommodate through traffic and will serve approximately five existing residential properties. This, together with the proposed swale on the southern side of the road that prevents commercial access to this road, will limit traffic volumes on the cul-de-sacs.

142. Each cul-de-sac will be approximately 150m long. Although the cul-de-sac heads will not be visible from the adjoining road network, the small number of properties served means that users are expected to be familiar with the layout and adverse effects would not arise.

143. A new road link and intersection will be provided to connect with the realigned Brookside Road. This arrangement will result in only a minimal increase in travel distance for the residents of the five affected dwellings. No changes are proposed to the location or formation of vehicle crossings serving the existing properties.

144. Walking and cycling connections will be provided from both cul-de-sacs to the wider active transport network, such that no material increase in walking or cycling distance will occur. Dense planting will be provided at the cul-de-sac heads to clearly identify that the former road alignment is closed to through traffic and to avoid a see-through effect that could otherwise suggest the alignment remains open.

State Highway 1 Slip Lanes

145. The proposed slip lanes that serve the Holmes Commercial development are considered to be a benefit to the operation of the Dunns Crossing Road network and the SH1 / Dunns Crossing Road roundabout by removing traffic from those locations. The slip lanes have been designed in accordance with Austroads guidance, although this is concept only and needs to be refined based on the constructed kerb lines of the SH1 / Dunns Crossing Road roundabout. **Appendix 8** illustrates that the diverge taper assumes a departure speed from the SH1 / Dunns Crossing Road roundabout of 60km/h, which we consider to be reasonable given the geometry of the roundabout. The merge taper has been designed for a speed of 100km/h, although it could be reduced through detailed design as the speed limit on SH1 has reduced to 80km/h since the initial concept was prepared.

146. Overall, these slips lanes are considered to provide sufficient deceleration and acceleration distance to operate safely and efficiently.

Wider Network Transport Effects

Traffic Network Effects

147. Traffic modelling of the proposal has been undertaken by Abley, as contained in **Appendix 6** and that modelling informs the discussion of the traffic effects set out below.

Development Traffic Volumes

148. Section 3.1 of the modelling report indicates the total traffic volumes assessed are 5,823 vehicles per hour in the AM peak and 6,345 vehicles per hour in the PM peak. These volumes represent this application plus the consented Stage 1 Westhaven development.

149. The development content has been refined since that traffic modelling and should be compared to the traffic volumes set out in **Table 16**. This indicates:

    i. A modelled AM peak hour volume of 5,823 vehicles per hour compared to a predicted volume of 5,694 vehicles per hour; and

    ii. A modelled PM peak hour volume of 6,345 vehicles per hour compared to a predicted volume of 6,165 vehicles per hour.

150. The modelled traffic volumes are 2% to 3% higher than predicted to occur, which leads to a more robust assessment of traffic effects from this proposal.

Basis of Traffic Model

151. The traffic modelling is based on the 2028 version of the Rolleston Paramics model.

152. Novo Group has been instructed to prepare this ITA on the basis of assessment being that the reasonably foreseeable future environment includes the future environment as it might be modified by the utilisation of rights to carry out a permitted activity under the District Plan or by implementation of a resource consent. However, this excludes developments that would require future consent applications to be realised (such as subdivision consents). As such, the 2028 version of the traffic model used by Abley most closely represents this scenario.

153. The initial 2028 traffic model assumed the following intersection upgrades would be complete as they are already programmed by SDC and the NZTA:

    i. Rolleston Upgrade Package, including overbridge;
    ii. Single lane roundabout at Dunns Crossing Road / SH1;
    iii. Roundabout metering at SH1 Weedons Road interchange on westbound off ramp;
    iv. Broadlands Drive extension with traffic signals at Lincoln Rolleston Road intersection;
    v. Roundabout at Dunns Crossing Road / Selwyn Road intersection;
    vi. Roundabout at Dunns Crossing Road / Arbor Green Boulevard intersection;
    vii. Roundabout at Dunns Crossing Road / Lowes Road intersection;
    viii. Roundabout at Springston Rolleston Road / Shillingford Boulevard / Ed Hillary Drive intersection;
    ix. Roundabout at Lincoln Rolleston Road / Branthwaite Drive intersection;
    x. Roundabout at Lincoln Rolleston Road / Ed Hillary Drive intersection; and
    xi. Roundabout at Levi Road / Ruby Drive intersection.

154. The following changes to intersection layouts have been included in the model to accommodate the proposed development traffic:

    i. Double right turn lane from Dunns Crossing Road to SH1 at the roundabout (currently a single right turn lane);
    ii. Slip lane entry and exit from the Holmes Commercial area to / from SH1;
    iii. Traffic signals at the Dunns Crossing Road / Lowes Road intersection (this was a roundabout in the 2028 base model, consistent with the LTP);
    iv. Traffic signals at the Dunns Crossing Road / Brookside Road intersection, along with closure of the Brookside Road western arm;
    v. Roundabout at the Springston Rolleston / Selwyn intersection (in the Annual Plan for 2026 / 2027);
    vi. Roundabout at Selwyn Road / Lincoln Rolleston Road (in the LTP for 2027 / 2028);
    vii. Roundabout at Selwyn Road / Weedons Road (in the LTP for 2028 / 2029); and
    viii. Proposed site access arrangements and primary internal layout.

Site Access Operation

155. The site access intersections were included in this modelling and generally they were predicted to operate satisfactorily. The following provides additional discussion where the modelling indicates there may be capacity constraints with the full development.

Dunns Crossing Road / Newman Road / Holmes Commercial Access

156. This intersection is predicted to have the through and right turn vehicles from Newman Road operating at Level of Service F[34] during the 07:00 to 08:00 period in the AM peak. The primary reason for this is the additional traffic on Dunns Crossing Road as a result of the proposal. The highest delays are for the right turn out of Newman Road, which is predicted to be 80 seconds.

157. Whilst this is not ideal, it is typical of busy urban areas and the traffic signals at the Dunns Crossing Road / Granite Drive intersection will create gaps in northbound traffic to enable drivers to pull out of Newman Road. It is also possible for this traffic to re-route via Granite Drive, where there are traffic signals proposed to alleviate this issue.

158. Given this only occurs for one period of the day, the operation of this intersection is considered tolerable.

Dunns Crossing Road / Granite Drive / Holmes Block Site Access

159. This intersection is predicted to have the Holmes Block access operating at Level of Service F during the 17:00 to 18:00 peak hour. The delays for the left turn and through movements are predicted to be 81 and 95 seconds respectively, compared to a threshold of 80 seconds for Level of Service F.

160. The effects of this operation are that some drivers may not get through the traffic signals on the first instance that they arrive at the lights. Most drivers are expected to experience a reasonably long wait to get through the traffic lights because of an extended cycle-time for the intersection, although they would get through on the first green they encounter.

161. The operation of this intersection is again considered tolerable in the context of it being traffic signal controlled, so drivers need not take risks when turning out. Again, it is noted that this occurs for a single hour of the day and it is common operation in busy urban environments.

Dunns Crossing Road / Lowes Road / Site Access

162. The new intersection with the realigned Brookside Road, Dunns Crossing Road and Lowes Road is predicted to have the through movement from Lowes Road into the realigned Brookside Road at Level of Service F in 17:00 to 18:00. The predicted delay is 86 seconds, compared to a threshold to Level of Service F of 80 seconds.

163. Similar to the operation of the Granite Drive intersection, most drivers are anticipated to get through the Lowes Road approach to Dunnes Crossing Rod within the first cycle that they arrive at the intersection, with some potentially needing to wait a cycle. That said, the other approaches to this intersection are predicted to operate with spare capacity, as are most movements at the Dunns Crossing Road / Brookside Road signals that would be linked to this intersection. It appears there is scope within the traffic signal timings to adjust the green time provided to Lowes Road and remove that Level of Service

[34] Where Level of Service A is considered excellent operation, 'E' is approaching or at capacity and 'F' is overcapacity.

F. This would naturally occur with the SCATS software that manages traffic signal timings (noting Paramics is understood to not be adaptive to changes in traffic flows).

Wider Network Operation & Timing of Upgrades

164. The operation of the wider traffic network is predicted to be generally satisfactory. Only the intersections with movements at Level of Service F (which is typically considered to be over-capacity) are discussed further below.

Levi Road / Strauss Road Intersection

165. High delays are identified for vehicles turning out of Strauss Drive during the AM peak period of the baseline (no development) and with development models, which is assumed to be primarily caused by right turning traffic. There is potential this issue could be remedied by removing the existing median island on Strauss Drive to provide separate left and right turn lanes. That said, this intersection is approximately 4km from the Site, so this issue is not something that it is considered this Application should facilitate.

Levi Road / Weedons Road

166. Delays of 63 seconds are predicted at this intersection, which we understand to be related to right turns from Weedons Road south during the PM peak period. This intersection is planned to be upgraded to a roundabout in the LTP in 2032 / 2033. Given the level of delay predicted and the time taken to fully establish the subdivision, it is anticipated that the need for the upgrade would coincide with the planned upgrade at this location. As such, the effects are acceptable.

Brookside Road / Granite Drive

167. The Brookside Road north approach to the Granite Drive intersection is predicted to be over-capacity in the PM peak, with average delays of 53 seconds. Notably, the through vehicles are delayed by right turning traffic into Granite Drive, despite Brookside Road having the priority.

168. This issue can be addressed through the installation of right turn traffic markings, as illustrated in **Appendix 9** and **Figure 22**. It is suggested that the timing of this upgrade is linked to the installation of the traffic signals at the Dunns Crossing Road / Granite Drive / Site Access because those signals encourage the right turn to Granite Drive from Brookside Road to access the Site (including the Holmes Commercial area).

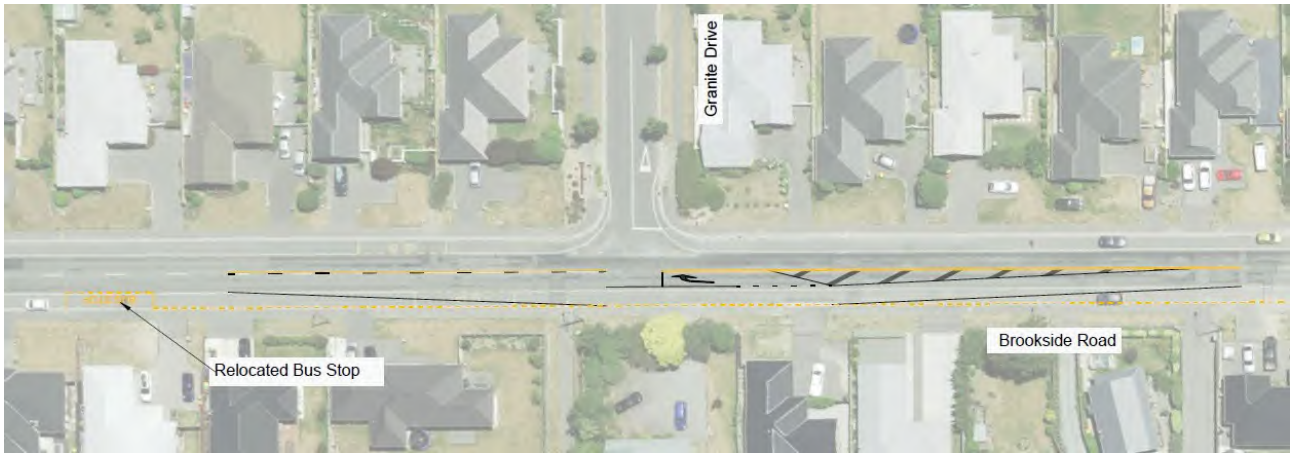


Figure 22: Brookside Road / Granite Drive Intersection Upgrade

Public Transport

169. Public transport is not proposed as part of this application, although the internal road Collector Road network will be able to accommodate buses should Environment Canterbury choose to extend services. This is common for greenfield subdivision, where the provision of public transport follows land development.

Walking & Cycling

170. The proposal includes a network of walking and cycling links within the development that facilitate access by active transport modes. These also link to the existing and proposed facilities on the external transport network to provide access to a range of wider destinations.

171. The retail areas proposed within the development offer a range of day-to-day services within walking and cycling distance. These range from smaller scale retail in the Westhaven Central and South Block to the proposed supermarket in the Holmes Commercial area.

Timing of Upgrades

172. Based on the above reporting, the following transport upgrades and associated timings are proposed. This is largely based on the requirements for DEV-R07, although it is updated to reflect that some upgrades have been completed and additional upgrades are required to accommodate the increased traffic generated by the site.

Table 19: Transport Upgrade Timings

Upgrade Required	Timing & Funding	Rationale
SH1 / Dunns Crossing Road Roundabout: Provision of an additional right turn lane from Dunns Crossing Road	Developer funded and occurring prior to establishing activities in the Holmes Commercial area or prior to issue of a completion certificate under section 224 of the RMA for more than 3,770 dwellings (including the Stage 1 subdivision).	No further upgrades are required at this location under DEV-RO7, which permits 3,770 dwellings prior to requiring further traffic assessment now the SH1 / Dunns Crossing Road roundabout has been constructed. The Holmes Commercial area is substantially larger than anticipated under DEV-RO7.
SH1 / Holmes Commercial Slip Lanes	Developer funded and occurring prior to establishing activities in the Holmes Commercial area.	This is directly associated with the Holmes Commercial area.
Dunns Crossing Road / Granite Drive Intersection & Brookside Road / Granite Drive Intersection.	Developer funded. Prior to issue of a completion certificate under section 224 of the RMA (other than a subdivision subject only to any of SUB-R12 or SUB-R13) in the Holmes Block.	This provides primary access to the Holmes Block. The Granite Drive site access leads to additional vehicles turning from Brookside Road into Granite Drive and therefore the need for the upgrade.
Dunns Crossing Road / Lowes Road Intersection & Dunns Crossing Road / Brookside Road Intersection.	Developer funded and / or developer agreement (as a roundabout is in the LTP) prior to issue of a completion certificate under section 224 of the RMA (other than a subdivision subject only to any of SUB-R12 or SUB-R13), in the Westhaven Central and South Block (other than with Stage 1)	The LTP proposes an upgrade to a roundabout at the Lowes Road intersection, although the scale of development now proposed requires traffic signals. These signals will need to be linked with the upgrade at Brookside Road, which is not in the LTP.
Realignment of Brookside Road at Dunns Crossing Road, construction of Road 114 (including cul-de-sac heads) and gateway threshold on Brookside Road.	Developer funded. In conjunction with the Dunns Crossing Road / Lowes Road Intersection & Dunns Crossing Road / Brookside Road Intersection.	The above intersection closes off the Brookside Road western approach to Dunns Crossing Road, requiring alternate access to be provided (including for existing dwellings on Brookside Road).
Goulds Road/Dunns Crossing Road/Selwyn Road Upgrade (Realignment of Goulds Road to intersect with Dunns Crossing Road approximately 150m north-west of Selwyn Road. Selwyn Road/Goulds Road/Dunns Crossing Road to become a roundabout).	Developer agreement (as in the LTP for 2026/27). Prior to issue of a completion certificate under section 224 of the RMA (other than a subdivision subject only to any of SUB-R12 or SUB-R13) in the Westhaven Central and South Block (other than Stage 1).	Required to mitigate potential safety concerns and it requires land from the Westhaven South Block.
Dunns Crossing Road Frontage Upgrade commensurate with each stage of subdivision.	Developer funded or developer agreement where partly funded in the LTP. Prior to issue of a completion certificate under section 224 of the RMA (other than a subdivision subject only to any of SUB-R12 or SUB-R13).	Dunns Crossing Road can be progressively upgraded with development fronting that road (other than where further upgrades are required to construct intersections). This is typical for subdivision.
Selwyn Road Frontage Upgrade.	Developer funded. Prior to issue of a completion certificate under section 224 of the RMA (other than a subdivision subject only to any of SUB-R12 or SUB-R13) for any subdivision fronting Selwyn Road.	Selwyn Road can be progressively upgraded with development fronting that road (other than where further upgrades are required to construct intersections). This is typical for subdivision.
Edwards Road upgrades. The carriageway upgrade of Edwards Road between Brookside Road and Selwyn Road including a gateway threshold on Edwards Road.	Developer funded. Prior to establishment of any vehicle crossing, access or road connection to Edwards Road or Brookside Road.	Edwards Road needs to be upgraded to safely accommodate additional traffic.
Safety improvements to the Edwards Road/Ellesmere Junction Road intersection.	Developer funded. Prior to establishment of any vehicle crossing, access or road connection to Edwards Road from the development area.	An upgrade is required to safely accommodate additional traffic to / from Edwards Road.

173. Wider network improvements were identified in the 2028 base traffic model and to accommodate the development traffic compared to those outlined in the **Table 19**. These other upgrades have not been made requirements of the proposed development staging because they are otherwise planned in the LTP. The development will emerge over time and provide development contributions toward these projects, such that it is not considered necessary for development to need to wait for these upgrades to be complete before progressing.

Summary & Conclusion

Summary

174. The proposed development is located on the western side of Rolleston, generally west of Dunns Crossing Road, between SH1 to the north and Selwyn Road to the south. It comprises an intensification within the DEV-R07 area of the PODP and provides for a total of 4,134 residential dwellings together with three commercial centres across the wider Site (excluding the consented Stage 1 development).

175. Specific land use consent is sought for the activities proposed within the Holmes Commercial area, and a framework provided via conditions of consent will dictate development in that area. The Holmes Commercial activities proposed comprise:

    i. Supermarket: 5,000m^2 GFA;

    ii. Fast-food activities, including potential drive-throughs: 1,306m^2 GFA;

    iii. Mixed tenancies: 4,800m^2 GFA across tenancies ranging from 750m^2 to 1,100m^2 GFA;

    iv. Small tenancies: 2,800m^2 GFA across a series of 400m^2 GFA tenancies; and

    v. Service station (600m^2 canopy), including a 350m^2 associated shop / café and carwash (84m^2).

176. Overall, the proposed development is predicted to generate approximately 4,867 vehicle movements in the AM peak hour, 5,224 vehicle movements in the PM peak hour and 47,839 vehicle movements per day before accounting for internalisation, pass-by and diverted trips. These volumes provide the basis for the wider network assessment and the proposed staging of transport upgrades.

177. The proposed Dunns Crossing Road cross-section is considered acceptable notwithstanding that the carriageway width is less than the PODP Arterial Road formation standard. The proposed 9m to 11m carriageway will still provide for two traffic lanes, together with parking on the eastern side and intermittent parking on the western side where this can be accommodated around existing power pole constraints. This cross-section continues the arrangement approved through the approved Stage 1 subdivision consent and provides a consistent frontage treatment as the development progresses northward and southward from the consented Stage 1 area.

178. The acceptability of the Dunns Crossing Road cross-section also needs to be considered in the context of the wider network structure. A higher-capacity internal north-south spine road is proposed through the Westhaven Central and South Block, linking the Lowes Road area to Selwyn Road. This internal connection will provide an attractive alternative to Dunns Crossing Road for local movements within the development and will assist in distributing traffic across the broader network.

179. Non-compliances have been identified regarding the legal width and carriageway width of Brookside Road, Edwards Road and Selwyn Road. The proposed arrangements are considered to satisfactorily accommodate the transport needs of these corridors.

180. The internal road cross-sections are also considered acceptable. The Collector roads provide a 24m corridor, a 12m carriageway and a central planted median, together with pedestrian and shared path provision. The Local Major and Local Road carriageway widths provide practical trafficable widths for the intended residential environment, while also allowing for on-street parking, refuse collection, emergency service access and local vehicle movements. While some Local Major roads exceed the GRZ carriageway width otherwise permitted by the PODP, the width is consistent with what the Plan anticipates for more intensive residential environments and is appropriate given the density and function of these streets within the proposed development.

181. Internal intersection separation and sight lines have also been reviewed and are considered acceptable. Although some intersections do not achieve the PODP 123m spacing requirement for Collector Roads, the proposed spacings are generally consistent with the Austroads guidance that provides for approximately five seconds of travel time at the relevant internal design speed. The more constrained locations are within a lower-speed residential environment.

182. Where bends reduce available sight distance, the assessment has identified that the reduced operating speeds and proposed covenants controlling fencing and planting on selected Lots will maintain appropriate sight lines in these locations. Overall, the intersection spacing and sight distance outcomes are considered suitable for the expected traffic volumes, speed environment and residential street context.

183. Key elements of mitigation relating to the internal transport network includes:

    i. Threshold treatments within the subdivision where access roads form cross-roads with existing intersections (e.g.to Dunns Crossing Road);

    ii. Threshold treatments will be provided where Local Major Roads intersect within the development, to assist in clarifying priorities for unfamiliar drivers;

    iii. Covenants across Westhaven Central Reserve to ensure that compliant sight distance is achieved out of Road 96 to Roads 93 and 94;

    iv. Covenants across Lots as outlined in **Table 18** to ensure sight distances out of adjacent intersections.

184. In relation to individual property access, some non-compliances are linked to the existing speed environment and detailed lot layout. Crossings to Dunns Crossing Road are considered acceptable on the basis that the speed environment is expected to reduce to 50km/h as development progresses. Any future vehicle crossings will need to comply with the PODP or be addressed through later consent processes where required. That said, the layout is such that practical and functional vehicle crossings could be established.

185. Non-compliances have been identified regarding the layout of accessways and Laneways. The accessways are considered to be acceptable, noting the low number of dwellings served and therefore low traffic volumes. The Laneway arrangements will be consistent with those approved as part of the Stage 1 consent and will provide a suitable shared space environment.

186. The wider network assessment is informed by traffic modelling undertaken in Paramics by Abley, using the 2028 version of the Rolleston model. The model includes the transport projects programmed in the LTP and Annual Plan up to 2028, including the Rolleston Upgrade Package and other planned intersection upgrades across the Rolleston network. It also includes specific additional mitigation required to accommodate the development traffic. The most notable additional measures are the provision of a double right turn lane from Dunns Crossing Road to SH1 at the SH1 / Dunns Crossing Road roundabout, the Holmes Commercial slip lane access to and from SH1 and traffic

signals at the Dunns Crossing Road / Lowes Road and Dunns Crossing Road / Brookside Road intersections.

187. With these upgrades in place, the modelling indicates that the site access intersections will operate safely and efficiently and that the wider network performance will generally remain acceptable. Some intersections are predicted to experience periods of higher delay, but these are either remote from the Site, typical of busy urban conditions, or capable of being addressed through localised works or upgrades already identified through planned transport programmes.

188. The proposal also provides a connected walking and cycling network and internal Collector roads capable of accommodating future public transport services.

189. A Transport Upgrade Timings table has been provided to coordinate the delivery of transport upgrades with the anticipated timing of transport effects. This links each upgrade to the relevant development trigger, funding approach and rationale and is intended to ensure that infrastructure is delivered when it is needed to support the safe and efficient operation of the transport network.

Conclusion

190. The transport effects of the proposed subdivision are considered to be acceptable subject to the mitigation identified in paragraph 183 and **Table 19**.

Appendix 1

Author's Experience

Nick Fuller is a Principal Transport Engineer with over two decades of experience in traffic and transportation engineering across New Zealand, the United Kingdom, Australia, and the Pacific Islands. He specialises in land development projects and has a strong background in providing transport advice to developers, as well as the New Zealand Transport Agency and local authorities in Christchurch and Auckland. Nick's expertise includes Integrated Transport Assessments, concept intersection layouts, and Road Safety Audits.

Throughout his career, Nick has worked on numerous significant Plan Change applications, providing expert transport advice and assessments. Some of the notable recent projects include:

i. West of Rolleston Residential Plan Changes: Rural to Residential rezoning to permit 3,770 dwellings plus associated local commercial centres to the west of Rolleston;

ii. Two Chain Road Industrial Plan Change: Rezoning of 98Ha of Rural land to permit Industrial purposes to the north-west of Rolleston;

iii. Lincoln South Plan Change: 1,710 dwellings plus associated commercial centres to the south of Lincoln, Selwyn; and

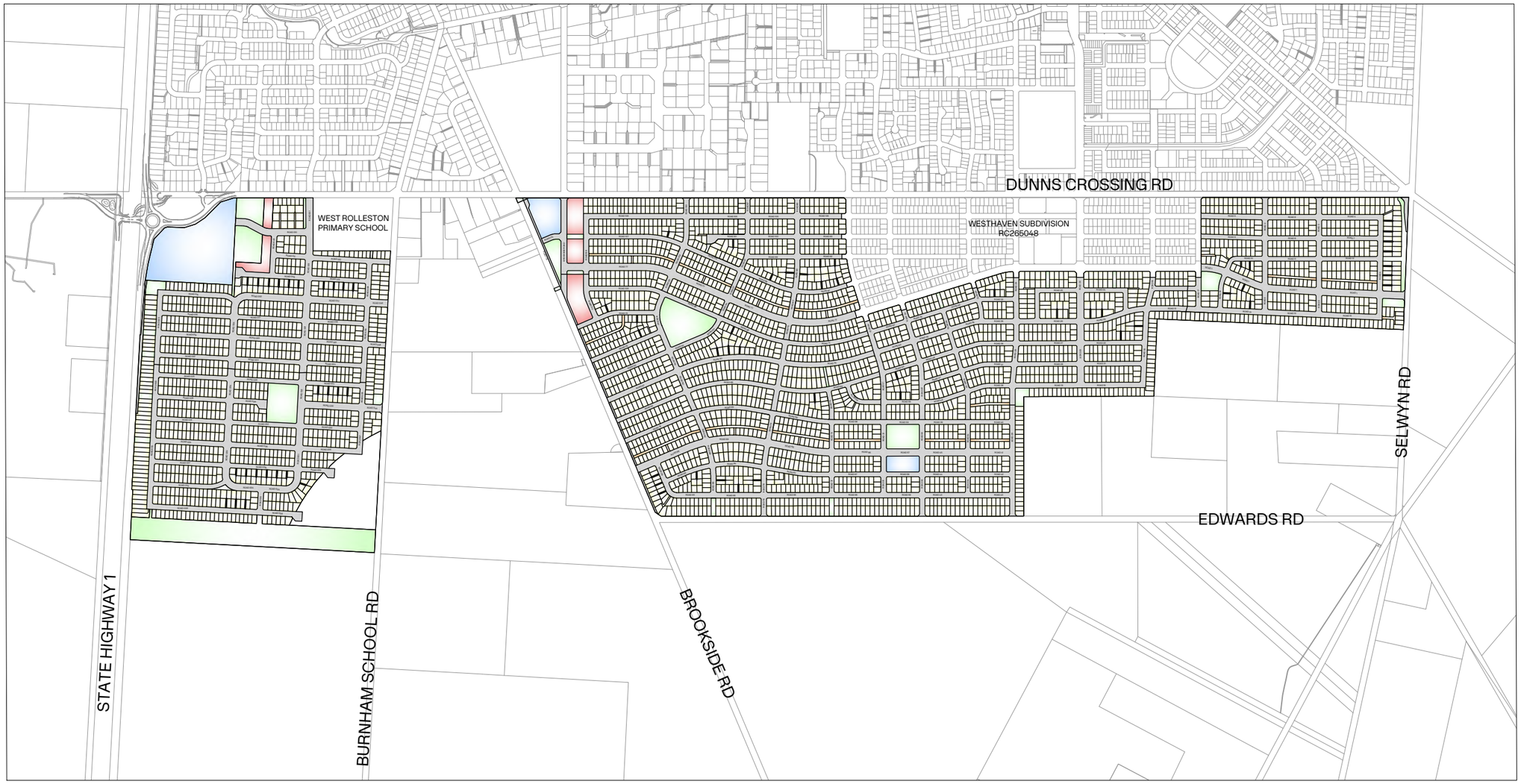
iv. iPort Extension Plan Change: Rezoning of 27Ha of Rural land to permit Industrial purposes to the north of Rolleston

Nick has provided Transport Assessments for a range of subdivisions, including industrial and residential developments. He has also completed training in Safe Systems Assessments and is a Road Safety Auditor and regularly undertakes Road Safety Audits for subdivisions.

Nick also has experience of providing Integrated Transport Assessments through the Fast Track process. Notably, he led the transport advice and prepared the Integrated Transport Assessments for the Ryans Road industrial development (Christchurch) and Pound Road industrial development (Christchurch), plus the New Dunedin Hospital.

Appendix 2

Application Plans



NOTES:

SURVEY DISTRICT:	CANTERBURY
LEGAL DESCRIPTION:	SECTION 1 SO 608925, LOT 3 & 4 DP 20007, LOT 1 DP 82068, PART RS 31356, PART SECTION 4 RES 1342, PART RS 31354, LOT 1 & 2 DP 72132, RS 25807, RS 23614
COMPRISED IN:	RT 1285849, CB772/69, CB47B/859, CB24F/1018, CB41D/425, CB41D/426, CB8B/345, CB27B/97
APPLICANT:	CARTER GROUP LIMITED
REGISTERED OWNERS:	WHITE GOLD LIMITED, BROOKSIDE ROAD RESIDENTIAL LIMITED, MCILRAITH KAREN DIANE & MCILRAITH PAUL ANDREW, WESTHAVEN ROLLESTON LIMITED
LOCAL AUTHORITY:	SELWYN DISTRICT COUNCIL
ZONE:	GENERAL RESIDENTIAL ZONE [GRZ]

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. AREAS AND DIMENSIONS ARE SUBJECT TO SURVEY AND DEPOSIT OF PLANS.
3. SERVICE EASEMENTS TO BE CREATED AS REQUIRED.
4. ANY MEASUREMENTS TAKEN FROM INFORMATION WHICH IS NOT DIMENSIONED ON THE ELECTRONIC COPY ARE AT THE RISK OF THE RECIPIENT.
5. THIS PLAN HAS BEEN PREPARED FOR THE USE OF OUR CLIENT ONLY AND NO LIABILITY IS ACCEPTED IN RELATION TO ANY OTHER PARTIES.
6. LOTS 101-103, 201-202, 301, 401-407, 501, 601-604 & 701-703 TO BE VESTED AS ROADS IN SELWYN DISTRICT COUNCIL.
7. LOT 1801 ROAD TO BE STOPPED AND VEST AS LOCAL PURPOSE (ACCESS) RESERVE.
8. LOTS 1802, 1804, 1806, 1807, 2804, 4802, 5802, 5803, 5804, 6801, 6802 ARE LOCAL PURPOSE (ACCESS) RESERVE TO VEST IN SELWYN DISTRICT COUNCIL.
9. LOTS 2806, 2807, 2808, 3802, 3803, ARE LOCAL PURPOSE (UTILITY) RESERVE TO VEST IN SELWYN DISTRICT COUNCIL.
10. LOTS 1803, 2801, 2802, 2805, 3801, 3805, 3806, 4801, 5801, 6803, 7801, 7802, 7803 ARE LOCAL PURPOSE (RECREATION) RESERVE TO VEST IN SELWYN DISTRICT COUNCIL.
11. LOTS 1805, 2803, 3804 ARE LOCAL PURPOSE (LANDSCAPE) RESERVE TO VEST IN SELWYN DISTRICT COUNCIL.
12. LOT 3010 IS FEE SIMPLE TITLE TO BE HELD BY THE DEVELOPER.
13. SEE SHEET 16521-00-AP-1013 & 1014 FOR EASEMENT TABLES.

0 150 375 750 SCALE (m) 1: 7,500 @A1
1:15,000 @A3

LEGEND:

- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

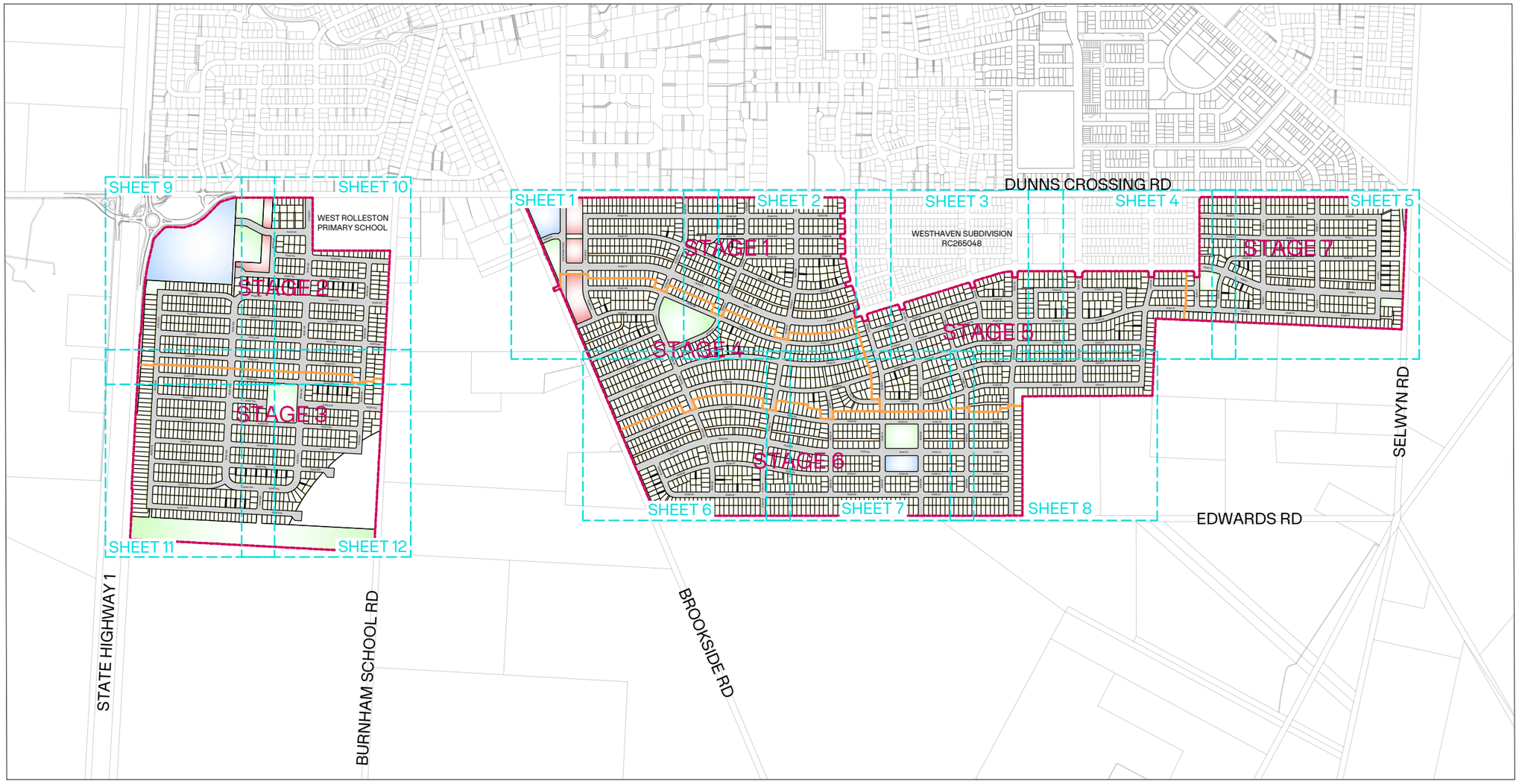
DRAWING TITLE:
SUBDIVISION APPLICATION PLAN
OVERVIEW

A	FOR CONSENT	ZC	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	MP		02/11/2026
DRAWN	ZC		02/11/2026
REVIEWED	CAD		02/11/2026
APPROVED	RT		02/11/2026
SCALE	1:7,500 @A1	1:15,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1000		

Synergy Version:
Plot Date: 8:49:35 am,2 November 2026, ZHIWKO CHINGO

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-AP-1000.DWG



PARCEL INFORMATION										
LOT TYPE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	TOTAL	TOTAL AREA (m²)	AVERAGE LOT SIZE (m²)
RESIDENTIAL LOTS	574	504	554	486	661	727	472	3978	1622143	408
HIGH DENSITY	2	2	0	1	0	0	0	5	28201	
COMMERCIAL	1	1	0	0	0	1	0	3	74081	
RESERVE	7	8	6	2	4	3	3	33	151126	
ROAD	3	2	1	7	1	4	3	21	683288	
PRIVATE ACCESS WAY	9	2	0	1	1	9	6	28	23100	
BALANCE LOT	0	0	1	0	0	0	0	1	54481	
TOTAL LOTS	596	519	562	497	667	744	484	4069		
TOTAL AREA (m²)	348940	389278	461101	310242	392165	445754	288939		2636420	

0 150 375 750 SCALE (m) 1: 7,500 @A1
1:15,000 @A3

LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
SUBDIVISION APPLICATION PLAN
STAGES OVERVIEW

A	FOR CONSENT	ZC	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	MP		02/11/2026
DRAWN	ZC		02/11/2026
REVIEWED	CAD		02/11/2026
APPROVED	RT		02/11/2026
SCALE	1:7,500 @A1	1:15,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1050		

Synergy Version:
Plot Date: 8:50:38 am,2 November 2026, ZHN\KO CHINGO

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-AP-1000.DWG

ROAD TO BE STOPPED & VEST AS LOCAL PURPOSE (ACCESS) RESERVE IN SDC

DUNNS CROSSING RD

ROAD 103

ROAD 106

ROAD 107

ROAD 114

ROAD 115

BROOKSIDE ROAD

ROAD 106

ROAD 102

ROAD 103

ROAD 77

ROAD 93

ROAD 109

ROAD 110

ROAD 96

ROAD 111

ROAD 94

ROAD 112

BROOKSIDE RD

STAGE 1

STAGE 4

JOIN LINE - REFER TO SHEET 16521-00-AP-1002

JOIN LINE - REFER TO SHEET 16521-00-AP-1006

JOIN LINE - REFER TO SHEET 16521-00-AP-1007

KEY PLAN

NOTES:

1. FOR NOTES REFER TO 16521-00-AP-1000.
2. SEE SHEET 16521-00-AP-1013 & 1014 FOR EASEMENT TABLES.

LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY

CLIENT: CARTER GROUP

PROJECT: WESTHAVEN FAST TRACK

DRAWING TITLE: SUBDIVISION APPLICATION PLAN SHEET 1 OF 14

REVISION DETAILS		BY	DATE
A	FOR CONSENT	ZC	02/11/2026

SURVEYED	-		-
DESIGNED	MP		02/11/2026
DRAWN	ZC		02/11/2026
REVIEWED	CAD		02/11/2026
APPROVED	RT		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1001		

0 20 50 100 SCALE (m) 1:1,000 @A1 1:2,000 @A3

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG

Synergy Version:

Plot Date: 09:15:28,2 November 2026, ADMINMANUX

DUNNS CROSSING RD

ROAD 103 | ROAD 97 | ROAD 80

ROAD 105

ROAD 101 | ROAD 100 | ROAD 83

ROAD 99 | ROAD 82

STAGE 1

WESTHAVEN SUBDIVISION
RC265048

ROAD 102 | ROAD 97 | ROAD 80 | ROAD 98

ROAD 77 | ROAD 94 | ROAD 96 | ROAD 81

ROAD 95 | ROAD 79 | ROAD 77

STAGE 4 | ROAD 71 | STAGE 5

ROAD 87 | ROAD 31

JOIN LINE - REFER TO SHEET 16521-00-AP-1003

JOIN LINE - REFER TO SHEET 16521-00-AP-1006

JOIN LINE - REFER TO SHEET 16521-00-AP-1007

0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG

NOTES:

1. FOR NOTES REFER TO 16521-00-AP-1000.
2. SEE SHEET 16521-00-AP-1013 & 1014 FOR EASEMENT TABLES.

LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY

KEY PLAN

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
SUBDIVISION APPLICATION PLAN
SHEET 2 OF 14

A	FOR CONSENT	ZC	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	MP		02/11/2026
DRAWN	ZC		02/11/2026
REVIEWED	CAD		02/11/2026
APPROVED	RT		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1002		

Synergy Version:

Plot Date: 08:15:55,2 November 2026, ADMINMANUX

DUNNS CROSSING RD

WESTHAVEN SUBDIVISION
RC265048

JOIN LINE - REFER TO SHEET 16521-00-AP-1003

JOIN LINE - REFER TO SHEET 16521-00-AP-1004

JOIN LINE - REFER TO SHEET 16521-00-AP-1007

JOIN LINE - REFER TO SHEET 16521-00-AP-1008

STAGE 5

ROAD 25
ROAD 26
ROAD 27
ROAD 29
ROAD 30
ROAD 31
ROAD 32
ROAD 33
ROAD 35
ROAD 36
ROAD 48
ROAD 49
ROAD 51
ROAD 52
ROAD 53

0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

NOTES:

1. FOR NOTES REFER TO 16521-00-AP-1000.
2. SEE SHEET 16521-00-AP-1013 & 1014 FOR EASEMENT TABLES.

LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY

KEY PLAN

CLIENT:
CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
SUBDIVISION APPLICATION PLAN
SHEET 3 OF 14

A	FOR CONSENT	ZC	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	MP		02/11/2026
DRAWN	ZC		02/11/2026
REVIEWED	CAD		02/11/2026
APPROVED	RT		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1003		

Synergy Version:

Plot Date: 09:16:23,2 November 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG

DUNNS CROSSING RD

WESTHAVEN SUBDIVISION
RC265048

JOIN LINE - REFER TO SHEET 16521-00-AP-1003

ROAD 1
ROAD 5
ROAD 9
ROAD 13
ROAD 16
ROAD 17
ROAD 19
ROAD 20
ROAD 22
ROAD 23
ROAD 24
ROAD 25
ROAD 26
ROAD 27

STAGE 5
STAGE 7

LOT 2
DP 74801

JOIN LINE - REFER TO SHEET 16521-00-AP-1008

JOIN LINE - REFER TO SHEET 16521-00-AP-1005

0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

NOTES:

1. FOR NOTES REFER TO 16521-00-AP-1000.
2. SEE SHEET 16521-00-AP-1013 & 1014 FOR EASEMENT TABLES.

LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY

KEY PLAN

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
SUBDIVISION APPLICATION PLAN
SHEET 4 OF 14

A	FOR CONSENT	ZC	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	MP		02/11/2026
DRAWN	ZC		02/11/2026
REVIEWED	CAD		02/11/2026
APPROVED	RT		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1004		

Synergy Version:

Plot Date: 09:16:48.2 November 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG

DUNNS CROSSING RD

SELWYN RD

ROAD 1
ROAD 2
ROAD 3
ROAD 4
ROAD 5
ROAD 6
ROAD 7
ROAD 8
ROAD 9
ROAD 10
ROAD 11
ROAD 12
ROAD 13
ROAD 16

STAGE 7

LOT 1
DP 74801

LOT 2
DP 74801

JOIN LINE - REFER TO SHEET 16521-00-AP-1004

NOTES:

1. FOR NOTES REFER TO 16521-00-AP-1000.
2. SEE SHEET 16521-00-AP-1013 & 1014 FOR EASEMENT TABLES.

LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY

KEY PLAN

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
SUBDIVISION APPLICATION PLAN
SHEET 5 OF 14

A	FOR CONSENT	ZC	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	MP		02/11/2026
DRAWN	ZC		02/11/2026
REVIEWED	CAD		02/11/2026
APPROVED	RT		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1005		

0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG

Synergy Version:

Plot Date: 09:17:14,2 November 2026, ADMINMANUX

JOIN LINE - REFER TO SHEET 16521-00-AP-1001

JOIN LINE - REFER TO SHEET 16521-00-AP-1002

JOIN LINE - REFER TO SHEET 16521-00-AP-1007

ROAD 87 · ROAD 113 · ROAD 93 · ROAD 90 · ROAD 86 · STAGE 4 · ROAD 85 · ROAD 92 · ROAD 91 · ROAD 79 · ROAD 66 · STAGE 6 · ROAD 88 · ROAD 84 · ROAD 89 · ROAD 65 · ROAD 78 · BROOKSIDE RD · EDWARDS RD

NOTES:

1. FOR NOTES REFER TO 16521-00-AP-1000.
2. SEE SHEET 16521-00-AP-1013 & 1014 FOR EASEMENT TABLES.

LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY

KEY PLAN

CLIENT: CARTER GROUP

PROJECT: WESTHAVEN FAST TRACK

DRAWING TITLE: SUBDIVISION APPLICATION PLAN SHEET 6 OF 14

REVISION DETAILS		BY	DATE
A	FOR CONSENT	ZC	02/11/2026

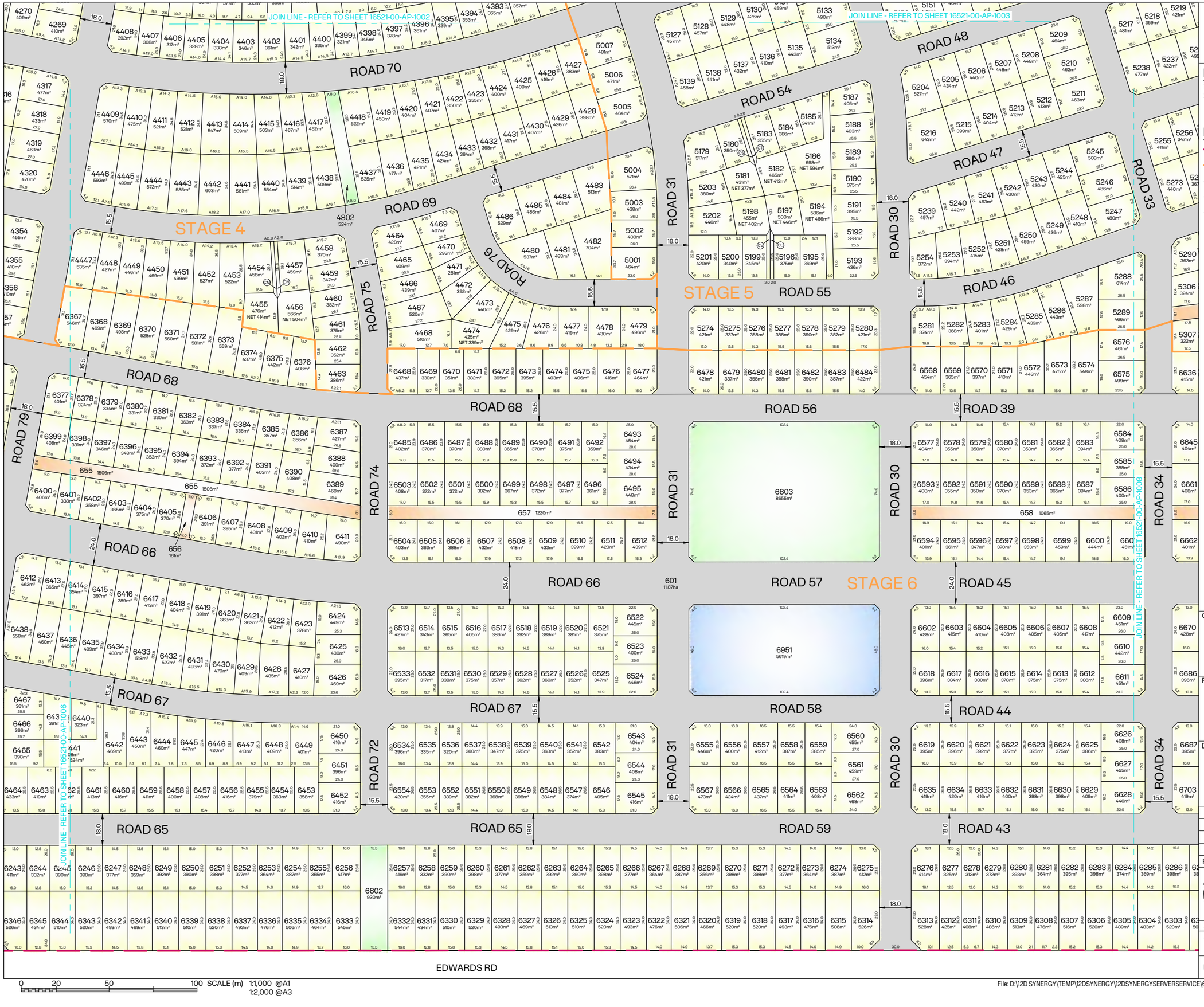
SURVEYED	-		-
DESIGNED	MP		02/11/2026
DRAWN	ZC		02/11/2026
REVIEWED	CAD		02/11/2026
APPROVED	RT		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1006		

0 20 50 100 SCALE (m) 1:1,000 @A1 1:2,000 @A3

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG

Synergy Version:

Plot Date: 09:17:41,2 November 2026, ADMINMANUX



NOTES:

1. FOR NOTES REFER TO 16521-00-AP-1000.
2. SEE SHEET 16521-00-AP-1013 & 1014 FOR EASEMENT TABLES.

LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY

KEY PLAN

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
SUBDIVISION APPLICATION PLAN
SHEET 7 OF 14

REVISION DETAILS		BY	DATE
A	FOR CONSENT	ZC	02/11/2026

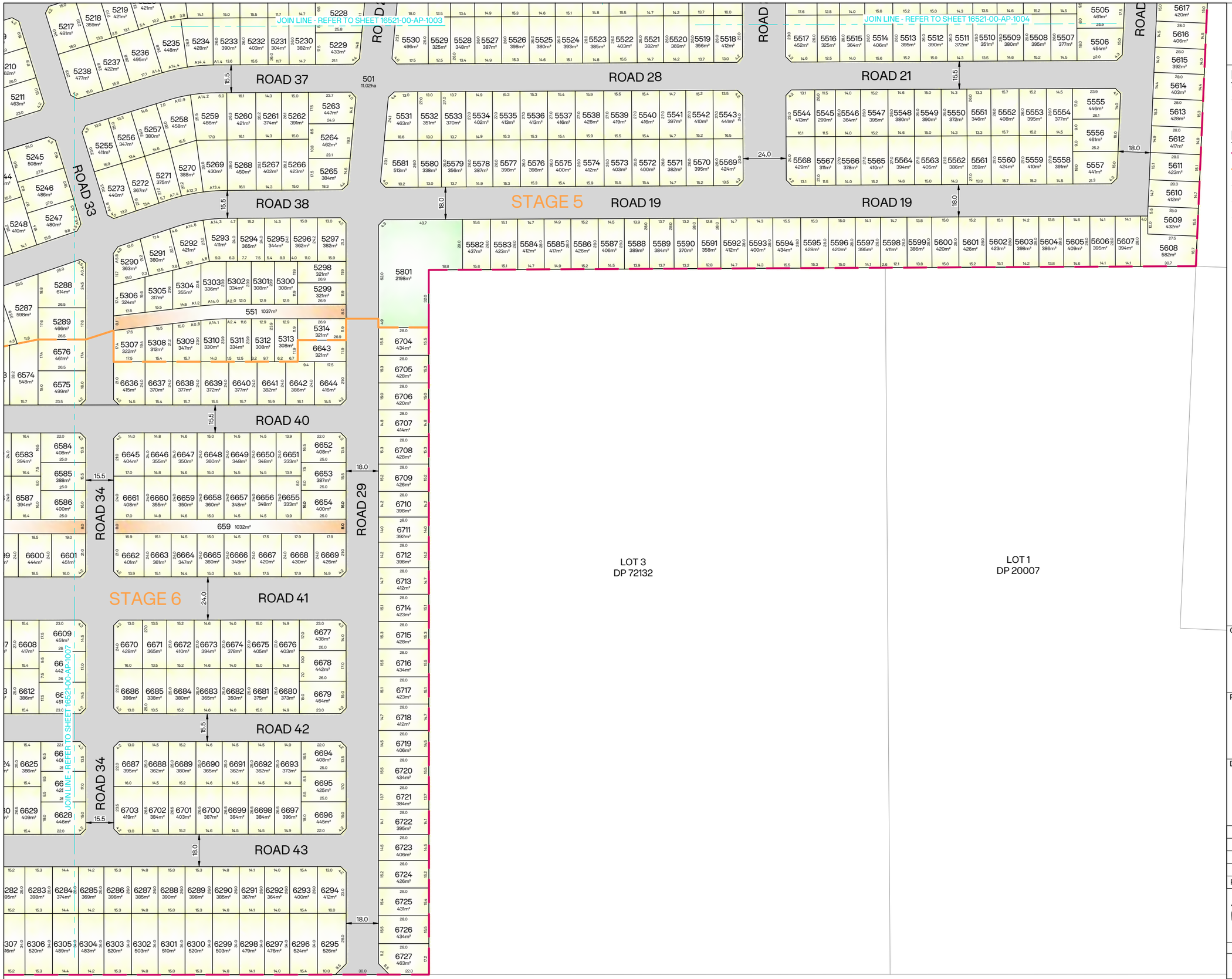
SURVEYED	-		-
DESIGNED	MP		02/11/2026
DRAWN	ZC		02/11/2026
REVIEWED	CAD		02/11/2026
APPROVED	RT		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1007		

0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG

Synergy Version:

Plot Date: 09:18:09,2 November 2026, ADMINMANUX



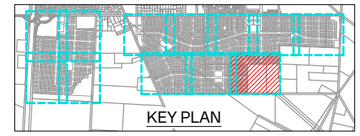
0 15 37.5 75 SCALE (m) 1: 750 @A1
1:1,500 @A3

NOTES:

1. FOR NOTES REFER TO 16521-00-AP-1000.
2. SEE SHEET 16521-00-AP-1013 & 1014 FOR EASEMENT TABLES.

LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY



CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
SUBDIVISION APPLICATION PLAN
SHEET 8 OF 14

A	FOR CONSENT	ZC	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	MP		02/11/2026
DRAWN	ZC		02/11/2026
REVIEWED	CAD		02/11/2026
APPROVED	RT		02/11/2026
SCALE	1:750 @A1	1:1,500 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1008		

Synergy Version:

Plot Date: 09:18:37,2 November 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG

NOTES:

1. FOR NOTES REFER TO 16521-00-AP-1000.
2. SEE SHEET 16521-00-AP-1013 & 1014 FOR EASEMENT TABLES.

LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY

SH1

DUNNS CROSSING RD

JOIN LINE - REFER TO SHEET 16521-00-AP-1011

JOIN LINE - REFER TO SHEET 16521-00-AP-1010

ROAD 005

ROAD 025

ROAD 022

ROAD 019

ROAD 016

ROAD 014

ROAD 004

ROAD 026

ROAD 023

ROAD 020

ROAD 017

ROAD 002

ROAD 049

STAGE 3

STAGE 2

202 3022m²

2951 5.72ha

2802 1.10ha

2801 6882m²

2902 5749m²

2901 2990m²

KEY PLAN

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
SUBDIVISION APPLICATION PLAN
SHEET 9 OF 14

REVISION DETAILS		BY	DATE
A	FOR CONSENT	ZC	02/11/2026

SURVEYED	-		-
DESIGNED	MP		02/11/2026
DRAWN	ZC		02/11/2026
REVIEWED	CAD		02/11/2026
APPROVED	RT		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1009		

Synergy Version:

Plot Date: 09:19:02.2 November 2026, ADMINMANUX

0 20 50 100 SCALE (m) 1:1,000 @A1 1:2,000 @A3

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG



NOTES:

1. FOR NOTES REFER TO 16521-00-AP-1000.
2. SEE SHEET 16521-00-AP-1013 & 1014 FOR EASEMENT TABLES.

LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY

KEY PLAN

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
SUBDIVISION APPLICATION PLAN
SHEET 10 OF 14

A	FOR CONSENT	ZC	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	MP		02/11/2026
DRAWN	ZC		02/11/2026
REVIEWED	CAD		02/11/2026
APPROVED	RT		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1010		

0 20 50 100 SCALE (m) 1:1,000 @A1 1:2,000 @A3

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG

Synergy Version:

Plot Date: 09:19:28,2 November 2026, ADMINMANUX

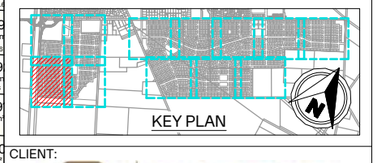


NOTES:

1. FOR NOTES REFER TO 16521-00-AP-1000.
2. SEE SHEET 16521-00-AP-1013 & 1014 FOR EASEMENT TABLES.

LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY



CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
SUBDIVISION APPLICATION PLAN
SHEET 11 OF 14

A	FOR CONSENT	ZC	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	MP	02/11/2026
DRAWN	ZC	02/11/2026
REVIEWED	CAD	02/11/2026
APPROVED	RT	02/11/2026

SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1011		

Synergy Version:

Plot Date: 09:19:53,2 November 2026,ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG

NOTES:

1. FOR NOTES REFER TO 16521-00-AP-1000.
2. SEE SHEET 16521-00-AP-1013 & 1014 FOR EASEMENT TABLES.

LEGEND:

- SITE BOUNDARY
- STAGE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED EASEMENT
- ABUTTAL BOUNDARY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA
- RESERVE
- ROAD
- PRIVATE ACCESS WAY

KEY PLAN

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
SUBDIVISION APPLICATION PLAN
SHEET 12 OF 14

REVISION DETAILS		BY	DATE
A	FOR CONSENT	ZC	02/11/2026

SURVEYED	-		-
DESIGNED	MP		02/11/2026
DRAWN	ZC		02/11/2026
REVIEWED	CAD		02/11/2026
APPROVED	RT		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-AP-1012		

Synergy Version:

Plot Date: 09:20:20,2 November 2026, ADMINMANUX

0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG

Memorandum of Easements - Stage 1

Purpose	Shown	Servient Tenement (Burdened Land)	Dominant Tenement (Benefited Land)
Right of Way, Right to Convey Water, Electricity and Telecommunications, Right to Drain Water and Sewage	A	Lot 1135	Lot 1136
	B	Lot 1136	Lot 1135
	C	Lot 1319	Lot 1320
	D	Lot 1320	Lot 1319
	E	Lot 1449	Lot 1450
	F	Lot 1450	Lot 1449
	G	Lot 1457	Lot 1458
	H	Lot 1458	Lot 1457
	J	Lot 1469	Lot 1470
	K	Lot 1470	Lot 1469
	L	Lot 1474	Lot 1475
	M	Lot 1475	Lot 1474
	N	Lot 1483	Lot 1484
	P	Lot 1484	Lot 1483
	R	Lot 1489	Lot 1490
	S	Lot 1490	Lot 1489
	T	Lot 1497	Lot 1498
	U	Lot 1498	Lot 1497
	Lot 151	Lot 151	Lots 1175-1212
	Lot 152	Lot 152	Lots 1175-1212
	Lot 153	Lot 153	Lots 1338-1361
	Lot 154	Lot 154	Lots 1338-1361
	Lot 155	Lot 155	Lots 1512-1534
	Lot 156	Lot 156	Lots 1512-1534
	Lot 157	Lot 157	Lots 1548-1574
	Lot 158	Lot 158	Lots 1548-1574
	Lot 159	Lot 159	Lots 1295-1297, Lots 1301-1302

Memorandum of Easements - Stage 5

Purpose	Shown	Servient Tenement (Burdened Land)	Dominant Tenement (Benefited Land)
Right of Way, Right to Convey Water, Electricity and Telecommunications, Right to Drain Water and Sewage	CP	Lot 5069	Lot 5070
	CR	Lot 5070	Lot 5069
	CS	Lot 5181	Lot 5182
	CT	Lot 5182	Lot 5181
	CU	Lot 5197	Lot 5198
	CV	Lot 5198	Lot 5197
	CW	Lot 5327	Lots 5325-5326
	CX	Lot 5354	Lot 5355
	CY	Lot 5355	Lot 5354
	CZ	Lot 5384	Lots 5385-5386
	DA	Lot 5408	Lot 5409
	DB	Lot 5409	Lot 5408
	DC	Lot 5412	Lot 5413
	DD	Lot 5413	Lot 5412
	DE	Lot 5454	Lot 5455
	DF	Lot 5455	Lot 5454
	DG	Lot 5462	Lot 5463
	DH	Lot 5463	Lot 5462

Amalgamation Conditions - Stage 1

Section	Certificate
220 (1)(b)(iv)	That Lot 151 & 152 hereon (legal access) be held as to thirty eight undivided one-thirty eighths shares by the owners of Lots 1175-1212 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 153 & 154 hereon (legal access) be held as to twenty four undivided one-twenty fourth shares by the owners of Lots 1338-1361 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 155 & 156 hereon (legal access) be held as to twenty three undivided one-twenty third shares by the owners of Lots 1512-1534 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 157 & 158 hereon (legal access) be held as to twenty seven undivided one-twenty seventh shares by the owners of Lots 1548-1574 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 159 hereon (legal access) be held as to five undivided one-fifth shares by the owners of Lots 1295-1297 & Lots 1301-1302 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.

Memorandum of Easements - Stage 2

Purpose	Shown	Servient Tenement (Burdened Land)	Dominant Tenement (Benefited Land)
Right of Way, Right to Convey Water, Electricity and Telecommunications, Right to Drain Water and Sewage	V	Lot 2086	Lot 2087
	W	Lot 2087	Lot 2086
	X	Lot 2090	Lot 2091
	Y	Lot 2091	Lot 2090
	Z	Lot 2094	Lot 2095
	AA	Lot 2095	Lot 2094
	AB	Lot 2098	Lot 2099
	AC	Lot 2099	Lot 2098
	AD	Lot 2102	Lot 2103
	AE	Lot 2103	Lot 2102
	AF	Lot 2106	Lot 2107
	AG	Lot 2107	Lot 2106
	AH	Lot 2113	Lot 2114
	AJ	Lot 2114	Lot 2113
	AK	Lot 2117	Lot 2118
	AL	Lot 2118	Lot 2117
	AM	Lot 2121	Lot 2122
	AN	Lot 2122	Lot 2121
	AP	Lot 2125	Lot 2126
	AR	Lot 2126	Lot 2125
	Lot 251	Lot 251	Lots 2001-2006
	Lot 252	Lot 252	Lots 2007-2012

Memorandum of Easements - Stage 6

Purpose	Shown	Servient Tenement (Burdened Land)	Dominant Tenement (Benefited Land)
Right of Way, Right to Convey Water, Electricity and Telecommunications, Right to Drain Water and Sewage	DJ	Lot 6163	Lot 6164
	DK	Lot 6164	Lot 6163
	DL	Lot 6187	Lot 6188
	DM	Lot 6188	Lot 6187
	DN	Lot 6194	Lot 6195
	DP	Lot 6195	Lot 6194
	DR	Lot 6202	Lot 6203
	DS	Lot 6203	Lot 6202
	DT	Lot 6208	Lot 6209
	DU	Lot 6209	Lot 6208
	DV	Lot 6212	Lot 6213
	DW	Lot 6213	Lot 6212
	DX	Lot 6216	Lot 6217
	DY	Lot 6217	Lot 6216
	DZ	Lot 6220	Lots 6221-6222
	Lot 651	Lot 651	Lots 6047-6077
	Lot 652	Lot 652	Lots 6047-6077
	Lot 653	Lot 653	Lots 6092-6117
	Lot 654	Lot 654	Lots 6092-6117
	Lot 655	Lot 655	Lots 6389-6411
	Lot 656	Lot 656	Lots 6389-6411
	Lot 657	Lot 657	Lots 6495-6512
	Lot 658	Lot 658	Lots 6586-6601
	Lot 659	Lot 659	Lots 6662-6677
	Lot 660	Lot 660	Lots 5299-5306, Lots 6637-6644

Amalgamation Conditions - Stage 2

Section	Certificate
220 (1)(b)(iv)	That Lot 251 hereon (legal access) be held as to six undivided one-sixth shares by the owners of Lots 2001-2006 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 252 hereon (legal access) be held as to six undivided one-sixth shares by the owners of Lots 2007-2012 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.

Amalgamation Conditions - Stage 4

Section	Certificate
220 (1)(b)(iv)	That Lot 451 hereon (legal access) be held as to twenty three undivided one-twenty third shares by the owners of Lots 4079-4089 & Lots 4116-4127 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.

Memorandum of Easements - Stage 3

Purpose	Shown	Servient Tenement (Burdened Land)	Dominant Tenement (Benefited Land)
Right of Way, Right to Convey Water, Electricity and Telecommunications, Right to Drain Water and Sewage	AS	Lot 3023	Lot 3024
	AT	Lot 3024	Lot 3023
	AU	Lot 3027	Lot 3028
	AV	Lot 3028	Lot 3027
	AW	Lot 3031	Lot 3032
	AX	Lot 3032	Lot 3031
	AY	Lot 3035	Lot 3036
	AZ	Lot 3036	Lot 3035
	BA	Lot 3109	Lot 3110
	BB	Lot 3110	Lot 3109
	BC	Lot 3422	Lot 3423
	BD	Lot 3423	Lot 3422
	BE	Lot 3426	Lot 3427
	BF	Lot 3427	Lot 3426
	BG	Lot 3430	Lot 3431
	BH	Lot 3431	Lot 3430
	BJ	Lot 3434	Lot 3435
	BK	Lot 3435	Lot 3434
	BL	Lot 3438	Lot 3439
	BM	Lot 3439	Lot 3438
	BN	Lot 3442	Lot 3443
	BP	Lot 3443	Lot 3442
	BR	Lot 3449	Lot 3450
	BS	Lot 3450	Lot 3449
	BT	Lot 3453	Lot 3454
	BU	Lot 3454	Lot 3453
	BV	Lot 3457	Lot 3458
	BW	Lot 3458	Lot 3457

Memorandum of Easements - Stage 7

Purpose	Shown	Servient Tenement (Burdened Land)	Dominant Tenement (Benefited Land)
Right of Way, Right to Convey Water, Electricity and Telecommunications, Right to Drain Water and Sewage	EA	Lot 7246	Lot 7247
	EB	Lot 7247	Lot 7246
	EC	Lot 7250	Lot 7251
	ED	Lot 7251	Lot 7250
	EE	Lot 7341	Lot 7342
	EF	Lot 7342	Lot 7341
	EG	Lot 7350	Lot 7351
	EH	Lot 7351	Lot 7350
	EJ	Lot 7359	Lot 7360
	EK	Lot 7360	Lot 7359
	EL	Lot 7065	Lot 7066, Lots 7083-7084
	EM	Lot 7068	Lot 7069
	EN	Lot 7069	Lot 7068
	EP	Lot 7072	Lot 7073
	ER	Lot 7073	Lot 7072
	ES	Lot 7076	Lot 7077
	ET	Lot 7077	Lot 7076
	EU	Lot 7080	Lot 7081
	EV	Lot 7081	Lot 7080
	EW	Lot 7462	Lot 7463
	EX	Lot 7463	Lot 7462
	EY	Lot 7466	Lot 7467
	EZ	Lot 7467	Lot 7466
	FA	Lot 7470	Lot 7471
	FB	Lot 7471	Lot 7470
	Lot 751	Lot 751	Lots 7192-7195, Lots 7197-7199
	Lot 752	Lot 752	Lots 7268-7288
	Lot 753	Lot 753	Lots 7268-7288
	Lot 754	Lot 754	Lots 7302-7324
	Lot 755	Lot 755	Lots 7302-7324
	Lot 756	Lot 756	Lots 7450-7460

Memorandum of Easements - Stage 4

Purpose	Shown	Servient Tenement (Burdened Land)	Dominant Tenement (Benefited Land)
Right of Way, Right to Convey Water, Electricity and Telecommunications, Right to Drain Water and Sewage	BX	Lot 4064	Lot 4065
	BY	Lot 4065	Lot 4064
	BZ	Lot 4092	Lot 4093
	CA	Lot 4093	Lot 4092
	CB	Lot 4102	Lot 4103
	CC	Lot 4103	Lot 4102
	CD	Lot 4255	Lot 4256
	CE	Lot 4256	Lot 4255
	CF	Lot 4278	Lot 4279
	CG	Lot 4279	Lot 4278
	CH	Lot 4282	Lot 4283
	CJ	Lot 4283	Lot 4282
	CK	Lot 4286	Lot 4287
	CL	Lot 4287	Lot 4286
	CM	Lot 4455	Lot 4456
	CN	Lot 4456	Lot 4455
	Lot 451	Lot 451	Lots 4079-4089, Lots 4116-4127

Amalgamation Conditions - Stage 5

Section	Certificate
220 (1)(b)(iv)	That Lot 551 hereon (legal access) be held as to sixteen undivided one-sixteenth shares by the owners of Lots 5299-5314 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.

Amalgamation Conditions - Stage 6

Section	Certificate
220 (1)(b)(iv)	That Lot 651 & 652 hereon (legal access) be held as to thirty one undivided one-thirty first shares by the owners of Lots 6047-6077 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 653 & 654 hereon (legal access) be held as to twenty six undivided one-twenty sixth shares by the owners of Lots 6092-6117 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 655 & 656 hereon (legal access) be held as to twenty three undivided one-twenty third shares by the owners of Lots 6389-6411 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 657 hereon (legal access) be held as to eighteen undivided one-eighteenth shares by the owners of Lots 6495-6512 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 658 hereon (legal access) be held as to sixteen undivided one-sixteenth shares by the owners of Lots 6586-6601 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 659 hereon (legal access) be held as to sixteen undivided one-sixteenth shares by the owners of Lots 6662-6677 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.

Amalgamation Conditions - Stage 7

Section	Certificate
220 (1)(b)(iv)	That Lot 751 hereon (legal access) be held as to seven undivided one-seventh shares by the owners of Lots 7192-7195 & Lots 7197-7199 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 752 & 753 hereon (legal access) be held as to twenty one undivided one-twenty first shares by the owners of Lots 7268-7288 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 754 & 755 hereon (legal access) be held as to twenty three undivided one-twenty third shares by the owners of Lots 7302-7324 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 756 hereon (legal access) be held as to eleven undivided one-eleventh shares by the owners of Lots 7450-7460 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
SUBDIVISION APPLICATION PLAN
EASEMENT TABLES
SHEET 13 OF 14

A	FOR CONSENT	ZC	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-	
DESIGNED	MP	02/11/2026	
DRAWN	ZC	02/11/2026	
REVIEWED	CAD	02/11/2026	
APPROVED	RT	02/11/2026	
SCALE	NOT TO SCALE	REVISION	
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A	
DWG NO	16521-00-AP-1013		

Synergy Version:
Plot Date: 09:20:45,2 November 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG

Memorandum of Easements in Gross - Stage 1

Purpose	Shown	Servient Tenement (Burdened Land)	Grantee
Right to Convey Telecommunications	A	Lot 1135	Nominated Telco
	B	Lot 1136	
	C	Lot 1319	
	D	Lot 1320	
	E	Lot 1449	
	F	Lot 1450	
	G	Lot 1457	
	H	Lot 1458	
	J	Lot 1469	
	K	Lot 1470	
	L	Lot 1474	
	M	Lot 1475	
	N	Lot 1483	
	P	Lot 1484	
	R	Lot 1489	
	S	Lot 1490	
	T	Lot 1497	
	U	Lot 1498	
	Lot 151	Lot 151	
	Lot 152	Lot 152	
	Lot 153	Lot 153	
	Lot 154	Lot 154	
	Lot 155	Lot 155	
	Lot 156	Lot 156	
	Lot 157	Lot 157	
	Lot 158	Lot 158	
	Lot 159	Lot 159	
Right to Convey Water, Right to Drain Sewage	Lot 151	Lot 151	Selwyn Water Limited
	Lot 152	Lot 152	
	Lot 153	Lot 153	
	Lot 154	Lot 154	
	Lot 155	Lot 155	
	Lot 156	Lot 156	
	Lot 157	Lot 157	
	Lot 158	Lot 158	
	Lot 159	Lot 159	

Memorandum of Easements in Gross - Stage 5

Purpose	Shown	Servient Tenement (Burdened Land)	Grantee
Right to Convey Telecommunications	CP	Lot 5069	Nominated Telco
	CR	Lot 5070	
	CS	Lot 5181	
	CT	Lot 5182	
	CU	Lot 5197	
	CV	Lot 5198	
	CW	Lot 5327	
	CX	Lot 5354	
	CY	Lot 5355	
	CZ	Lot 5384	
	DA	Lot 5408	
	DB	Lot 5409	
	DC	Lot 5412	
	DD	Lot 5413	
	DE	Lot 5454	
	DF	Lot 5455	
	DG	Lot 5462	
	DH	Lot 5463	

Memorandum of Easements in Gross - Stage 2

Purpose	Shown	Servient Tenement (Burdened Land)	Grantee
Right to Convey Telecommunications	V	Lot 2086	Nominated Telco
	W	Lot 2087	
	X	Lot 2090	
	Y	Lot 2091	
	Z	Lot 2094	
	AA	Lot 2095	
	AB	Lot 2098	
	AC	Lot 2099	
	AD	Lot 2102	
	AE	Lot 2103	
	AF	Lot 2106	
	AG	Lot 2107	
	AH	Lot 2113	
	AJ	Lot 2114	
	AK	Lot 2117	
	AL	Lot 2118	
	AM	Lot 2121	
	AN	Lot 2122	
	AP	Lot 2125	
	AR	Lot 2126	
	Lot 251	Lot 251	
	Lot 252	Lot 252	
Right to Convey Water, Right to Drain Sewage	Lot 251	Lot 251	Selwyn Water Limited
	Lot 252	Lot 252	

Memorandum of Easements in Gross - Stage 6

Purpose	Shown	Servient Tenement (Burdened Land)	Grantee
Right to Convey Telecommunications	DJ	Lot 6163	Nominated Telco
	DK	Lot 6164	
	DL	Lot 6187	
	DM	Lot 6188	
	DN	Lot 6194	
	DP	Lot 6195	
	DR	Lot 6202	
	DS	Lot 6203	
	DT	Lot 6208	
	DU	Lot 6209	
	DV	Lot 6212	
	DW	Lot 6213	
	DX	Lot 6216	
	DY	Lot 6217	
	DZ	Lot 6220	
	Lot 651	Lot 651	
	Lot 652	Lot 652	
	Lot 653	Lot 653	
	Lot 654	Lot 654	
	Lot 655	Lot 655	
	Lot 656	Lot 656	
	Lot 657	Lot 657	
	Lot 658	Lot 658	
	Lot 659	Lot 659	
	Lot 660	Lot 660	
Right to Convey Water, Right to Drain Sewage	Lot 651	Lot 651	Selwyn Water Limited
	Lot 652	Lot 652	
	Lot 653	Lot 653	
	Lot 654	Lot 654	
	Lot 655	Lot 655	
	Lot 656	Lot 656	
	Lot 657	Lot 657	
	Lot 658	Lot 658	
	Lot 659	Lot 659	
	Lot 660	Lot 660	

Memorandum of Easements in Gross - Stage 3

Purpose	Shown	Servient Tenement (Burdened Land)	Grantee
Right to Convey Telecommunications	AS	Lot 3023	Nominated Telco
	AT	Lot 3024	
	AU	Lot 3027	
	AV	Lot 3028	
	AW	Lot 3031	
	AX	Lot 3032	
	AY	Lot 3035	
	AZ	Lot 3036	
	BA	Lot 3109	
	BB	Lot 3110	
	BC	Lot 3422	
	BD	Lot 3423	
	BE	Lot 3426	
	BF	Lot 3427	
	BG	Lot 3430	
	BH	Lot 3431	
	BJ	Lot 3434	
	BK	Lot 3435	
	BL	Lot 3438	
	BM	Lot 3439	
	BN	Lot 3442	
	BP	Lot 3443	
	BR	Lot 3449	
	BS	Lot 3450	
	BT	Lot 3453	
	BU	Lot 3454	
	BV	Lot 3457	
	BW	Lot 3458	

Memorandum of Easements in Gross - Stage 7

Purpose	Shown	Servient Tenement (Burdened Land)	Grantee
Right to Convey Telecommunications	EA	Lot 7246	Nominated Telco
	EB	Lot 7247	
	EC	Lot 7250	
	ED	Lot 7251	
	EE	Lot 7341	
	EF	Lot 7342	
	EG	Lot 7350	
	EH	Lot 7351	
	EJ	Lot 7359	
	EK	Lot 7360	
	EL	Lot 7065	
	EM	Lot 7068	
	EN	Lot 7069	
	EP	Lot 7072	
	ER	Lot 7073	
	ES	Lot 7076	
	ET	Lot 7077	
	EU	Lot 7080	
	EV	Lot 7081	
	EW	Lot 7462	
	EX	Lot 7463	
	EY	Lot 7466	
	EZ	Lot 7467	
	FA	Lot 7470	
	FB	Lot 7471	
	Lot 751	Lot 751	
	Lot 752	Lot 752	
	Lot 753	Lot 753	
	Lot 754	Lot 754	
	Lot 755	Lot 755	
	Lot 756	Lot 756	
Right to Convey Water, Right to Drain Sewage	Lot 751	Lot 751	Selwyn Water Limited
	Lot 752	Lot 752	
	Lot 753	Lot 753	
	Lot 754	Lot 754	
	Lot 755	Lot 755	
	Lot 756	Lot 756	

Memorandum of Easements in Gross - Stage 4

Purpose	Shown	Servient Tenement (Burdened Land)	Grantee
Right to Convey Telecommunications	BX	Lot 4064	Nominated Telco
	BY	Lot 4065	
	BZ	Lot 4092	
	CA	Lot 4093	
	CB	Lot 4102	
	CC	Lot 4103	
	CD	Lot 4255	
	CE	Lot 4256	
	CF	Lot 4278	
	CG	Lot 4279	
	CH	Lot 4282	
	CJ	Lot 4283	
	CK	Lot 4286	
	CL	Lot 4287	
	CM	Lot 4455	
	CN	Lot 4456	
	Lot 451	Lot 451	
Right to Convey Water, Right to Drain Sewage	Lot 451	Lot 451	Selwyn Water Limited

CLIENT:

CARTER GROUP

PROJECT:

WESTHAVEN
FAST TRACK

DRAWING TITLE:

SUBDIVISION APPLICATION PLAN
EASEMENT TABLES
SHEET 14 OF 14

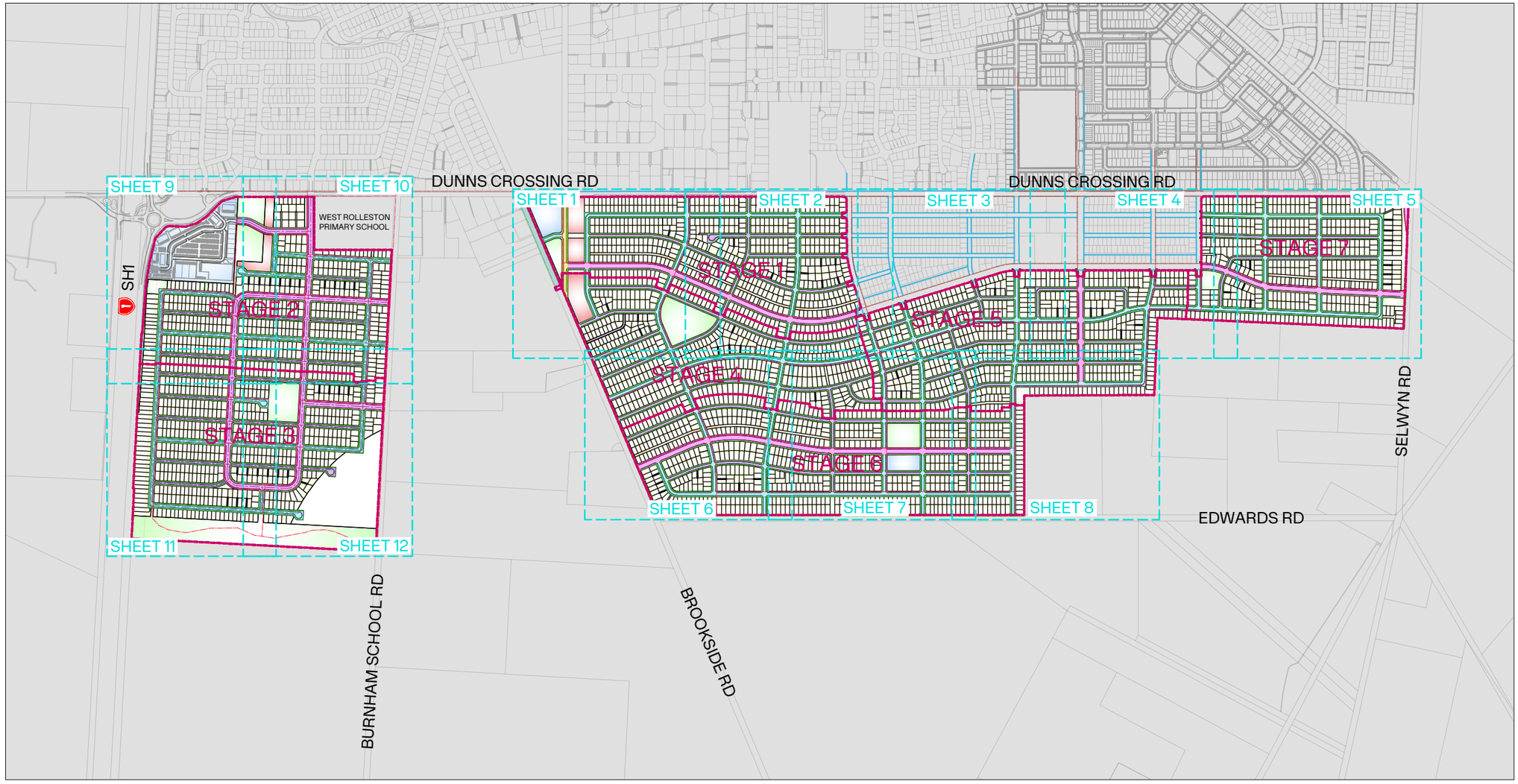
A	FOR CONSENT	ZC	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	MP	02/11/2026
DRAWN	ZC	02/11/2026
REVIEWED	CAD	02/11/2026
APPROVED	RT	02/11/2026
SCALE	NOT TO SCALE	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-AP-1014	

Synergy Version:

Plot Date: 09:21:06,2 November 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\6552\53D9D2EE-23B0-434E-9E34-4EDE2C5AC73D\16521-00-AP-1000.DWG



NOTES:

1. ALL LEVELS IN TERMS OF NZVD2016.
2. CO-ORDINATES IN TERMS OF NZGD2000 MT PLEASANT CIRCUIT.
3. DRAWINGS TO BE READ AS A COMPLETE SET, ANY DISCREPANCIES ARE TO BE REFERRED TO THE ENGINEER.
4. ALL INSTRUCTIONS FROM COUNCIL OR OTHER AUTHORITIES MUST BE CONFIRMED WITH THE ENGINEER.
5. ALL EROSION & SEDIMENT CONTROL MEASURES ARE TO BE ESTABLISHED PRIOR TO WORKS COMMENCING ON-SITE.
6. ALL EXISTING SERVICES ARE TO BE LOCATED, IDENTIFIED AND PROTECTED BY THE CONTRACTOR PRIOR TO COMMENCING EARTHWORKS.
7. CONTRACTOR TO CONFIRM SUB-GRADE CBR PRIOR TO PLACEMENT OF ANY SUB-BASE MATERIAL.
8. CARRIAGEWAYS GREATER THAN 9m TO BE FORMED WITH A CAMBER IN ACCORDANCE WITH CCC CSS SD623.
9. PEDESTRIAN AND ROAD CROSSING KERB CUTDOWNS TO BE FORMED IN ACCORDANCE WITH SDC STD No: RD 3.3.
10. KERB RADII SHOWN TO INVERT OF KERB
11. ALL CONCRETE FOR KERB AND CHANNEL TO HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 20MPa.
12. TACTILE PAVERS TO BE PLACED IN ACCORDANCE WITH NZTA RTS-14 AND TAN-TAN-20. FINAL LOCATIONS TO BE CONFIRMED ON SITE WITH THE ENGINEER AND SELWYN DISTRICT COUNCIL.
13. ALL LINEMARKING AND SIGNAGE TO BE IN ACCORDANCE WITH NZTA TRAFFIC CONTROL DEVICES MANUAL.

LEGEND:

- SITE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED KERB
- EXISTING BOUNDARY
- 20m SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- R.O.W
- COMMERCIAL AREA
- WASTEWATER PUMP STATION
- ROAD - 24m WIDE
- ROAD - 20m WIDE
- ROAD - 18m WIDE
- ROAD - 15.5m WIDE
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SHARED FOOTPATH
- EXISTING SHARED FOOTPATH
- EXISTING PEDESTRIAN FOOTPATH

0 150 375 750 SCALE (m) 1: 7,500 @A1
1:15,000 @A3

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3050.DWG

CLIENT: CARTER GROUP

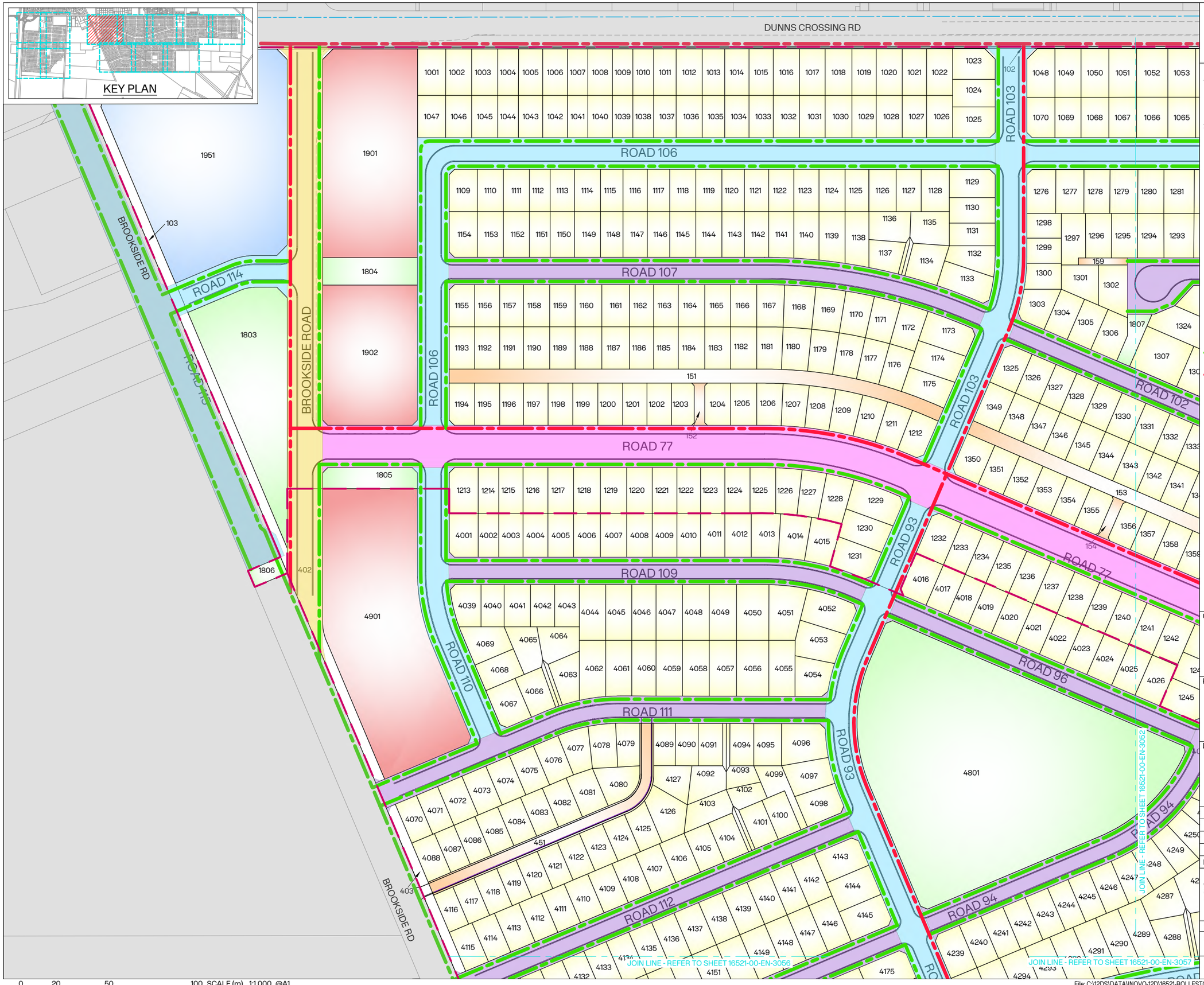
PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING HIERARCHY AND PEDESTRIAN SHARED PATH OVERVIEW PLAN

A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	CS		01/10/2026
DRAWN	ARA		01/10/2026
REVIEWED	CS		02/10/2026
APPROVED	MP		02/11/2026
SCALE	1:7,500 @A1	1:15,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3050		

Synergy Version:
Plot Date: 12:21:33 pm,2 November 2026, KIM CHEN



0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

INOJO

NOTES:

1. FOR GENERAL NOTES REFER TO 16521-00-EN-3050.

LEGEND:

- SITE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED KERB
- EXISTING BOUNDARY
- 20m SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- R.O.W
- COMMERCIAL AREA
- WASTEWATER PUMP STATION
- ROAD - 24m WIDE
- ROAD - 20m WIDE
- ROAD - 18m WIDE
- ROAD - 15.5m WIDE
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SHARED FOOTPATH
- EXISTING SHARED FOOTPATH
- EXISTING PEDESTRIAN FOOTPATH

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING HIERARCHY AND PEDESTRIAN SHARED PATH PLAN
SHEET 1 OF 12

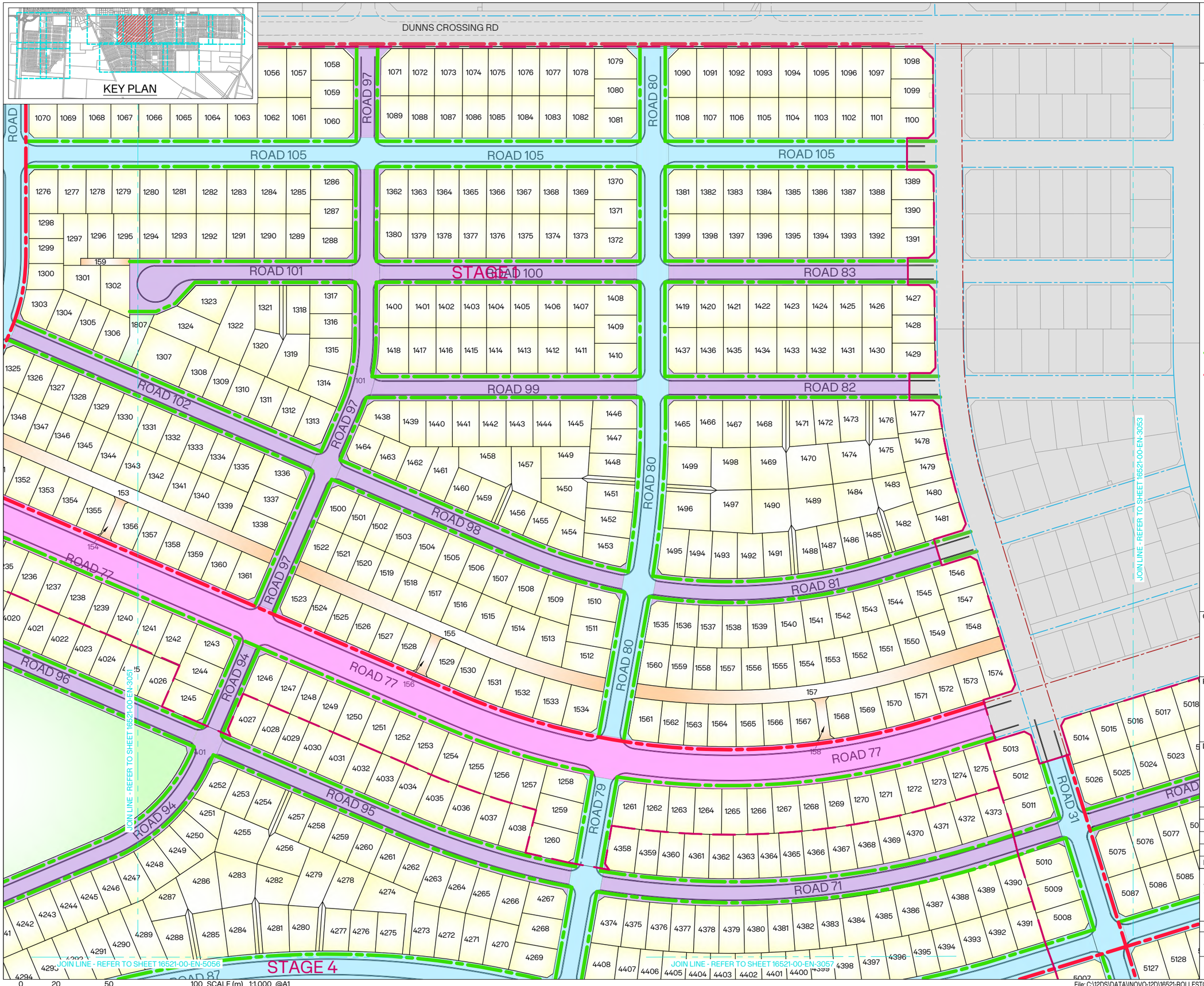
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	CS		01/10/2026
DRAWN	ARA		01/10/2026
REVIEWED	CS		02/10/2026
APPROVED	MP		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3051		

Synergy Version:

Plot Date: 12:21:40 pm,2 November 2026,KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3050.DWG



NOTES:

1. FOR GENERAL NOTES REFER TO 16521-00-EN-3050.

LEGEND:

- SITE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED KERB
- EXISTING BOUNDARY
- 20m SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- R.O.W
- COMMERCIAL AREA
- WASTEWATER PUMP STATION
- ROAD - 24m WIDE
- ROAD - 20m WIDE
- ROAD - 18m WIDE
- ROAD - 15.5m WIDE
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SHARED FOOTPATH
- EXISTING SHARED FOOTPATH
- EXISTING PEDESTRIAN FOOTPATH

CLIENT: CARTER GROUP

PROJECT: WESTHAVEN FAST TRACK

DRAWING TITLE: ROADING HIERARCHY AND PEDESTRIAN SHARED PATH PLAN SHEET 2 OF 12

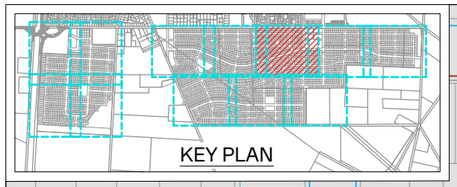
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	CS		01/10/2026
DRAWN	ARA		01/10/2026
REVIEWED	CS		02/10/2026
APPROVED	MP		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3052		

Synergy Version:

Plot Date: 12:21:47 pm,2 November 2026,KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3050.DWG



DUNNS CROSSING RD

JOIN LINE - REFER TO SHEET 16521-00-EN-3053

JOIN LINE - REFER TO SHEET 16521-00-EN-3054

JOIN LINE - REFER TO SHEET 16521-00-EN-3057

JOIN LINE - REFER TO SHEET 16521-00-EN-3058

ROAD 25

ROAD 26

ROAD 27

ROAD 29

ROAD 30

ROAD 31

ROAD 32

ROAD 33

ROAD 35

ROAD 36

ROAD 48

ROAD 49

ROAD 51

ROAD 52

ROAD 53

STAGE 5

0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

NOTES:

1. FOR GENERAL NOTES REFER TO 16521-00-EN-3050.

LEGEND:

- SITE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED KERB
- EXISTING BOUNDARY
- 20m SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- R.O.W
- COMMERCIAL AREA
- WASTEWATER PUMP STATION
- ROAD - 24m WIDE
- ROAD - 20m WIDE
- ROAD - 18m WIDE
- ROAD - 15.5m WIDE
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SHARED FOOTPATH
- EXISTING SHARED FOOTPATH
- EXISTING PEDESTRIAN FOOTPATH

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING HIERARCHY AND PEDESTRIAN SHARED PATH PLAN SHEET 3 OF 12

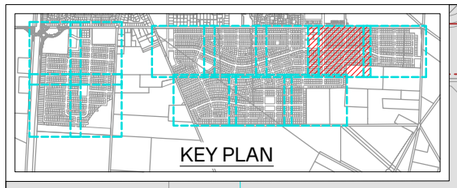
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	CS		01/10/2026
DRAWN	ARA		01/10/2026
REVIEWED	CS		02/10/2026
APPROVED	MP		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3053		

Synergy Version:

Plot Date: 12:21:53 pm,2 November 2026,KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3050.DWG



DUNNS CROSSING RD

JOIN LINE - REFER TO SHEET 16521-00-EN-3053

JOIN LINE - REFER TO SHEET 16521-00-EN-3055

JOIN LINE - REFER TO SHEET 16521-00-EN-3058

ROAD 1 ROAD 5 ROAD 9 ROAD 13 ROAD 16 ROAD 17 ROAD 19 ROAD 20 ROAD 22 ROAD 23 ROAD 24 ROAD 25 ROAD 26 ROAD 27

0 20 50 100 SCALE (m) 1:1,000 @A1 1:2,000 @A3

NOTES:

1. FOR GENERAL NOTES REFER TO 16521-00-EN-3050.

LEGEND:

- SITE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED KERB
- EXISTING BOUNDARY
- 20m SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- R.O.W
- COMMERCIAL AREA
- WASTEWATER PUMP STATION
- ROAD - 24m WIDE
- ROAD - 20m WIDE
- ROAD - 18m WIDE
- ROAD - 15.5m WIDE
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SHARED FOOTPATH
- EXISTING SHARED FOOTPATH
- EXISTING PEDESTRIAN FOOTPATH

CLIENT: CARTER GROUP

PROJECT: WESTHAVEN FAST TRACK

DRAWING TITLE: ROADING HIERARCHY AND PEDESTRIAN SHARED PATH PLAN SHEET 4 OF 12

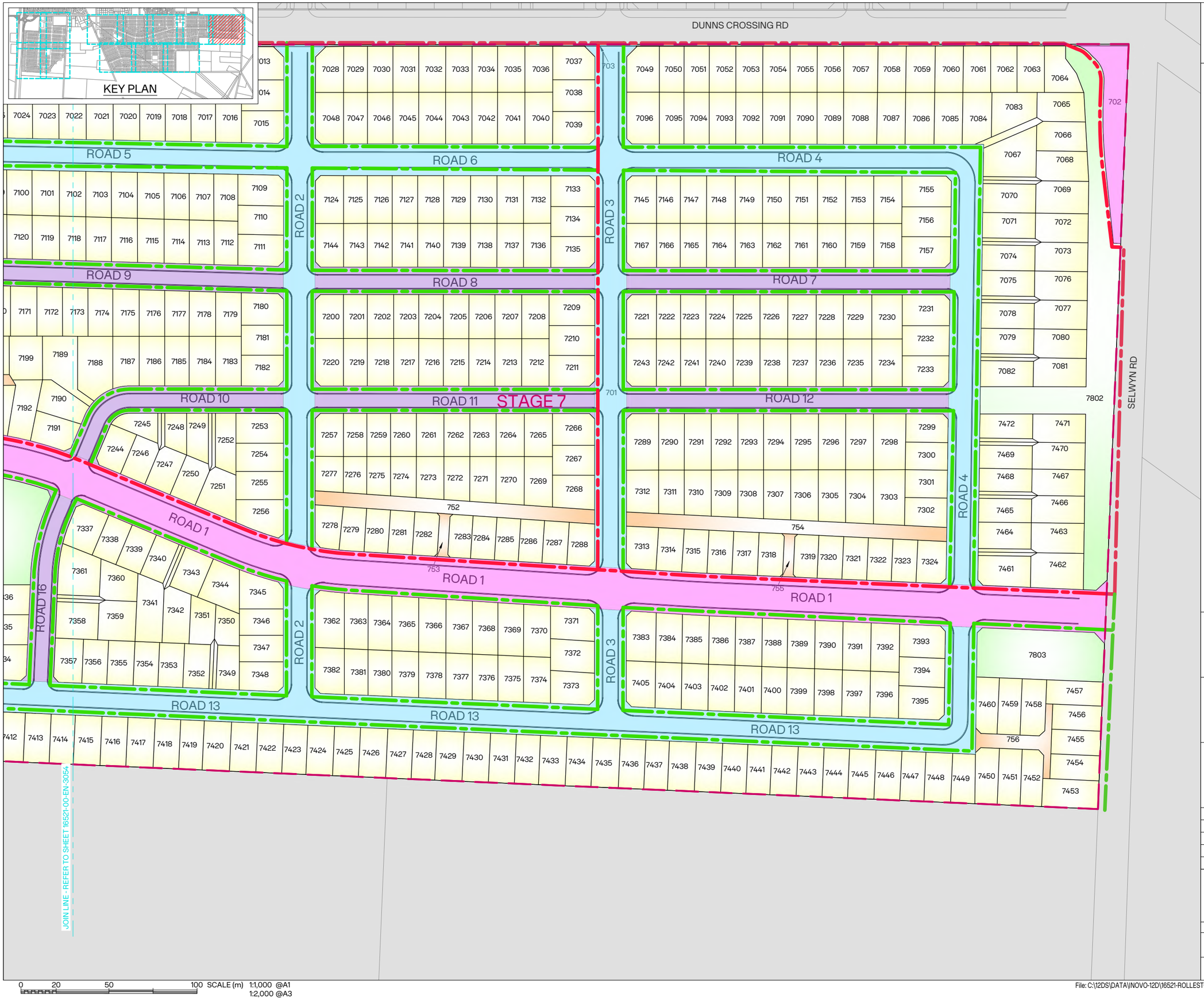
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	CS		01/10/2026
DRAWN	ARA		01/10/2026
REVIEWED	CS		02/10/2026
APPROVED	MP		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3054		

Synergy Version:

Plot Date: 12:21:59 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3050.DWG



0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

NOTES:

1. FOR GENERAL NOTES REFER TO 16521-00-EN-3050.

LEGEND:

- SITE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED KERB
- EXISTING BOUNDARY
- 20m SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- R.O.W
- COMMERCIAL AREA
- WASTEWATER PUMP STATION
- ROAD - 24m WIDE
- ROAD - 20m WIDE
- ROAD - 18m WIDE
- ROAD - 15.5m WIDE
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SHARED FOOTPATH
- EXISTING SHARED FOOTPATH
- EXISTING PEDESTRIAN FOOTPATH

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING HIERARCHY AND PEDESTRIAN SHARED PATH PLAN
SHEET 5 OF 12

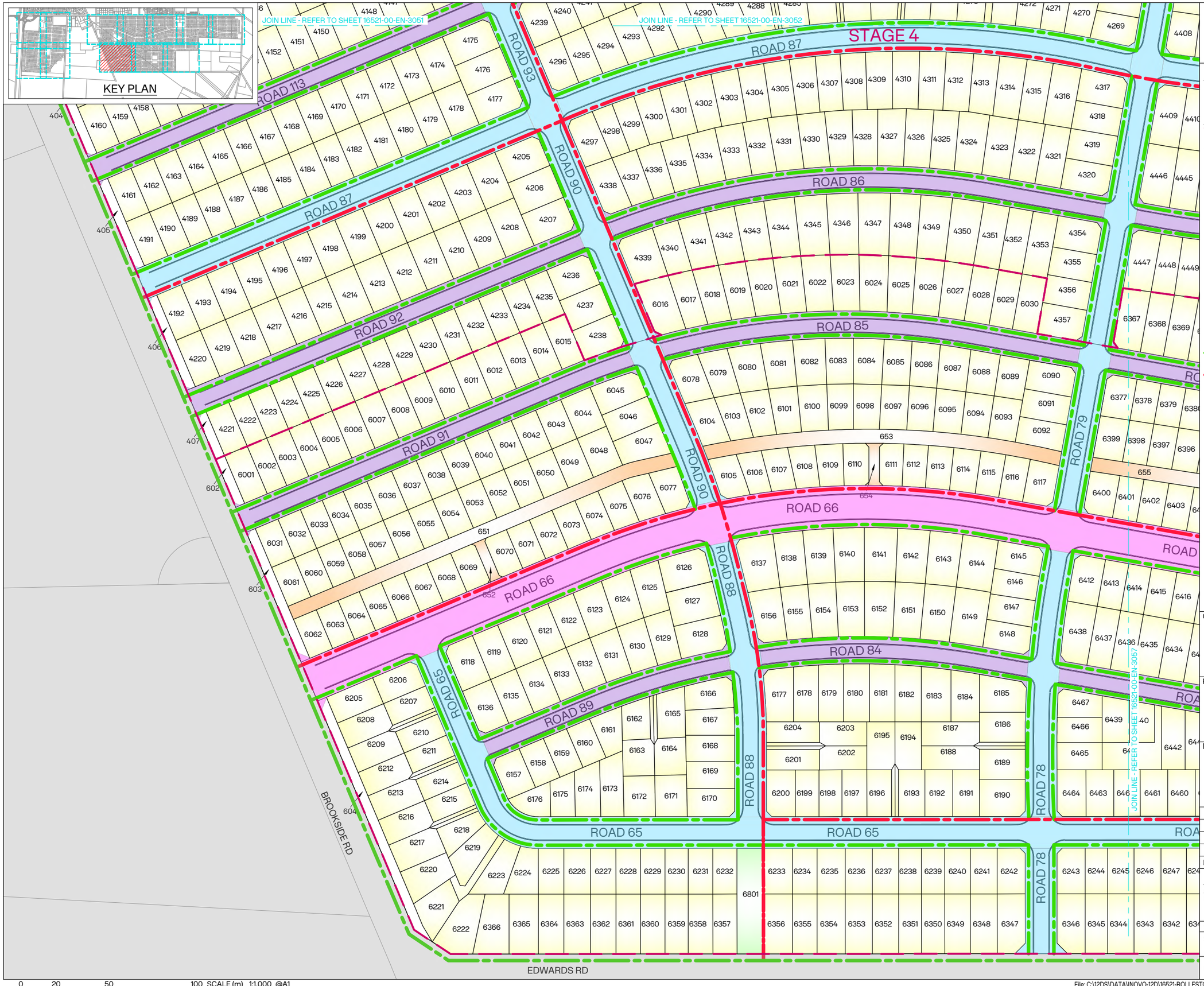
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	CS		01/10/2026
DRAWN	ARA		01/10/2026
REVIEWED	CS		02/10/2026
APPROVED	MP		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3055		

Synergy Version:

Plot Date: 12:22:06 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3050.DWG



0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

NOTES:

1. FOR GENERAL NOTES REFER TO 16521-00-EN-3050.

LEGEND:

- SITE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED KERB
- EXISTING BOUNDARY
- 20m SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- R.O.W
- COMMERCIAL AREA
- WASTEWATER PUMP STATION
- ROAD - 24m WIDE
- ROAD - 20m WIDE
- ROAD - 18m WIDE
- ROAD - 15.5m WIDE
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SHARED FOOTPATH
- EXISTING SHARED FOOTPATH
- EXISTING PEDESTRIAN FOOTPATH

CLIENT: CARTER GROUP

PROJECT: WESTHAVEN FAST TRACK

DRAWING TITLE: ROADING HIERARCHY AND PEDESTRIAN SHARED PATH PLAN SHEET 6 OF 12

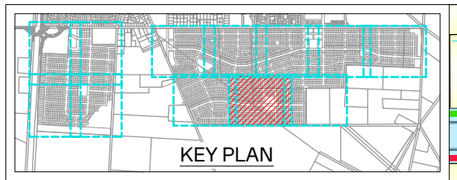
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	CS		01/10/2026
DRAWN	ARA		01/10/2026
REVIEWED	CS		02/10/2026
APPROVED	MP		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3056		

Synergy Version:

Plot Date: 12:22:14 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3050.DWG



JOIN LINE - REFER TO SHEET 16521-00-EN-3052

JOIN LINE - REFER TO SHEET 16521-00-EN-3053

JOIN LINE - REFER TO SHEET 16521-00-EN-3056

JOIN LINE - REFER TO SHEET 16521-00-EN-3058

ROAD 70 · ROAD 69 · ROAD 68 · ROAD 67 · ROAD 66 · ROAD 65

ROAD 79 · ROAD 75 · ROAD 74 · ROAD 72

ROAD 26 · ROAD 31

ROAD 54 · ROAD 55 · ROAD 56 · ROAD 57 · ROAD 58 · ROAD 59

ROAD 48 · ROAD 47 · ROAD 46 · ROAD 39 · ROAD 45 · ROAD 44 · ROAD 43

ROAD 30 · ROAD 33 · ROAD 34

STAGE 6 ROAD 66

EDWARDS RD

655 · 656 · 657 · 658 · 601 · 4802

6803 · 6951 · 6802

0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3050.DWG

INOJO

NOTES:

1. FOR GENERAL NOTES REFER TO 16521-00-EN-3050.

LEGEND:

- SITE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED KERB
- EXISTING BOUNDARY
- 20m SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- R.O.W
- COMMERCIAL AREA
- WASTEWATER PUMP STATION
- ROAD - 24m WIDE
- ROAD - 20m WIDE
- ROAD - 18m WIDE
- ROAD - 15.5m WIDE
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SHARED FOOTPATH
- EXISTING SHARED FOOTPATH
- EXISTING PEDESTRIAN FOOTPATH

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

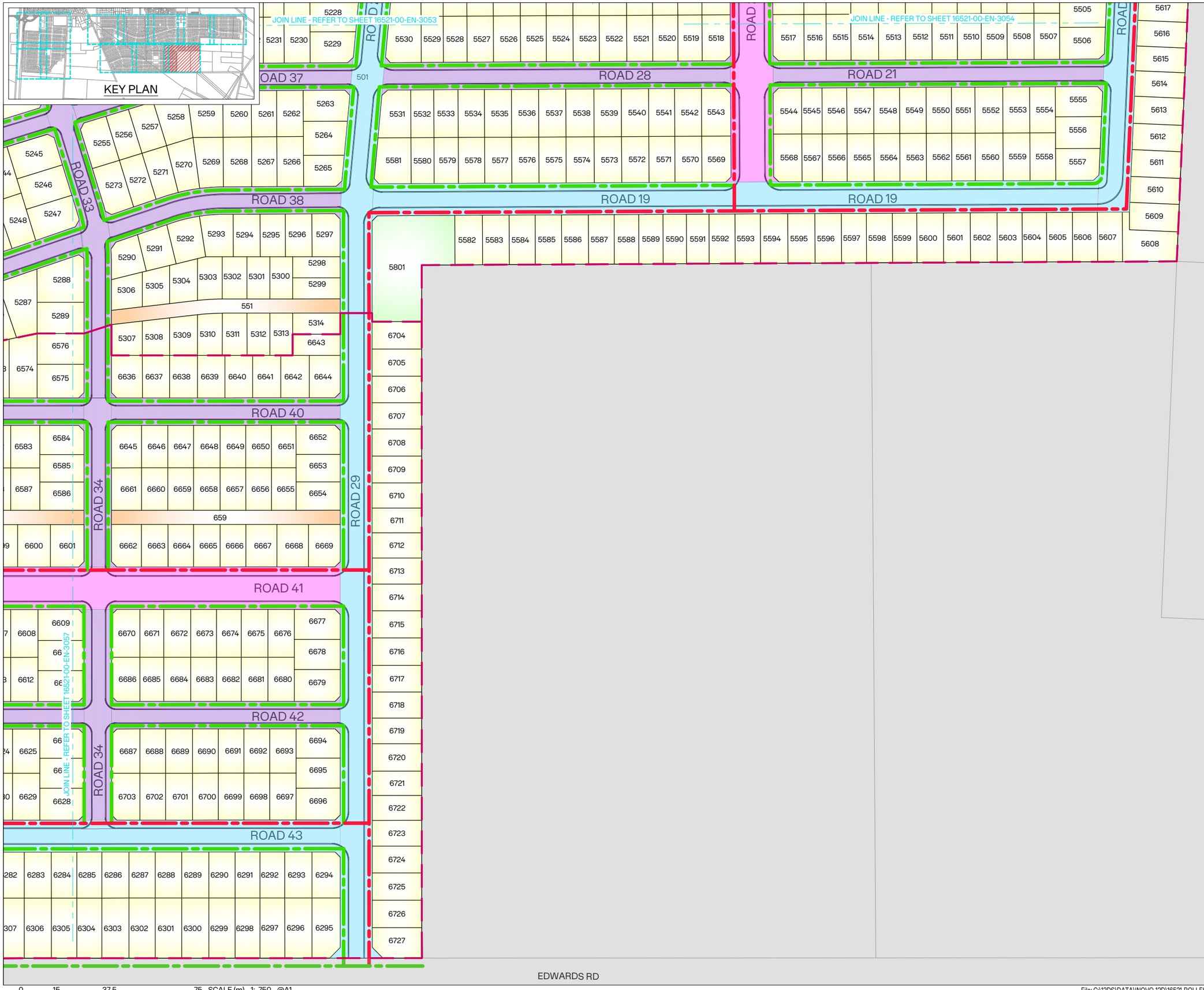
DRAWING TITLE:
ROADING HIERARCHY AND PEDESTRIAN SHARED PATH PLAN SHEET 7 OF 12

REVISION DETAILS		BY	DATE
A	ISSUED FOR FT APPLICATION	MP	02/11/2026

SURVEYED	-		-
DESIGNED	CS		01/10/2026
DRAWN	ARA		01/10/2026
REVIEWED	CS		02/10/2026
APPROVED	MP		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3057		

Synergy Version:

Plot Date: 12:22:23 pm,2 November 2026, KIM CHEN



0 15 37.5 75 SCALE (m) 1: 750 @A1
1:1,500 @A3

NOTES:

1. FOR GENERAL NOTES REFER TO 16521-00-EN-3050.

LEGEND:

- SITE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED KERB
- EXISTING BOUNDARY
- 20m SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- R.O.W
- COMMERCIAL AREA
- WASTEWATER PUMP STATION
- ROAD - 24m WIDE
- ROAD - 20m WIDE
- ROAD - 18m WIDE
- ROAD - 15.5m WIDE
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SHARED FOOTPATH
- EXISTING SHARED FOOTPATH
- EXISTING PEDESTRIAN FOOTPATH

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING HIERARCHY AND PEDESTRIAN SHARED PATH PLAN SHEET 8 OF 12

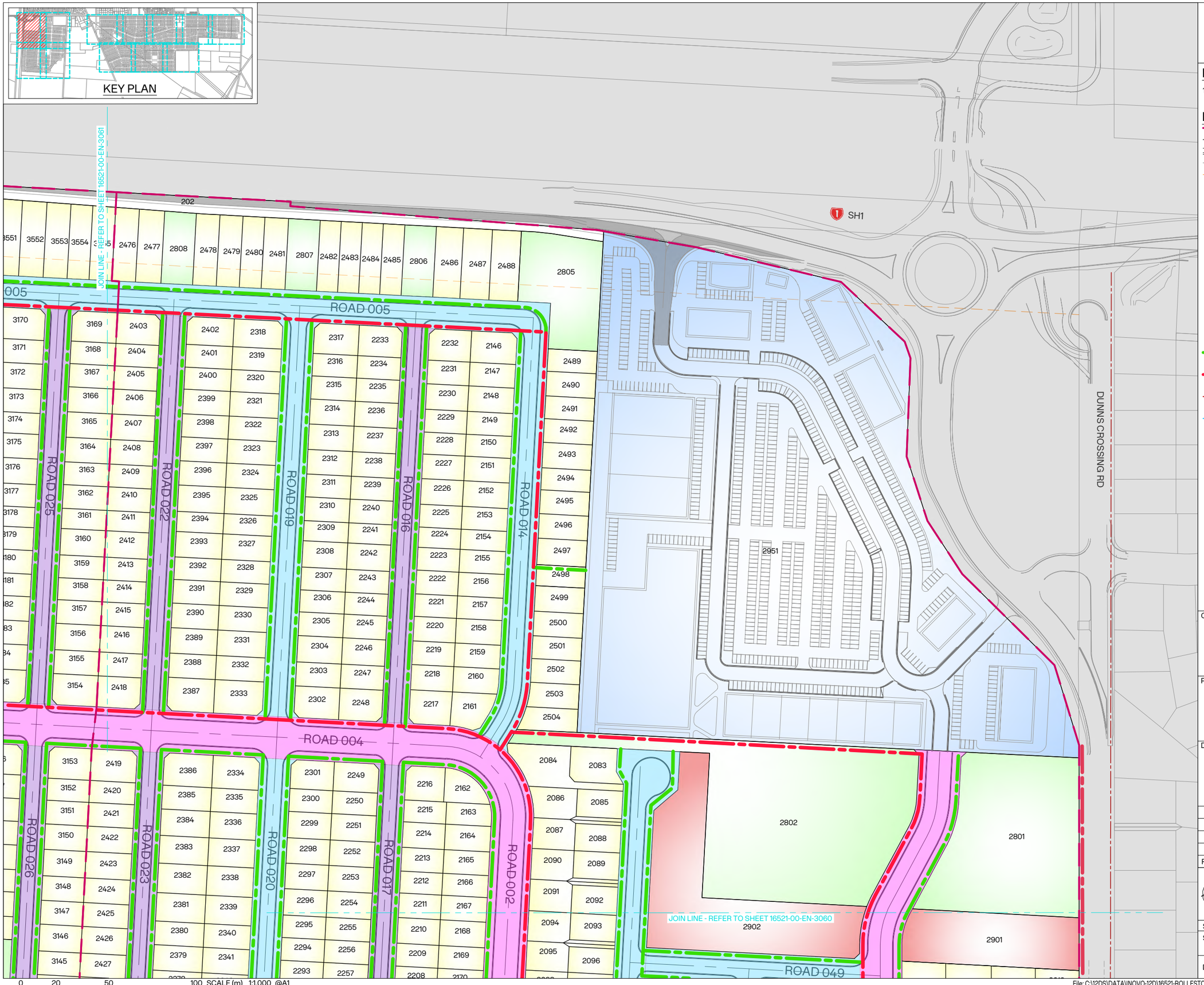
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	CS		01/10/2026
DRAWN	ARA		01/10/2026
REVIEWED	CS		02/10/2026
APPROVED	MP		02/11/2026
SCALE	1:750 @A1	1:1,500 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3058		

Synergy Version:

Plot Date: 12:22:29 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3050.DWG



NOTES:

1. FOR GENERAL NOTES REFER TO 16521-00-EN-3050.

LEGEND:

- SITE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED KERB
- EXISTING BOUNDARY
- 20m SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- R.O.W
- COMMERCIAL AREA
- WASTEWATER PUMP STATION
- ROAD - 24m WIDE
- ROAD - 20m WIDE
- ROAD - 18m WIDE
- ROAD - 15.5m WIDE
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SHARED FOOTPATH
- EXISTING SHARED FOOTPATH
- EXISTING PEDESTRIAN FOOTPATH

CLIENT: CARTER GROUP

PROJECT: WESTHAVEN FAST TRACK

DRAWING TITLE: ROADING HIERARCHY AND PEDESTRIAN SHARED PATH PLAN SHEET 9 OF 12

A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	CS		01/10/2026
DRAWN	ARA		01/10/2026
REVIEWED	CS		02/10/2026
APPROVED	MP		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3059		

Synergy Version:

Plot Date: 12:22:35 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3050.DWG



0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

NOTES:

1. FOR GENERAL NOTES REFER TO 16521-00-EN-3050.

LEGEND:

- SITE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED KERB
- EXISTING BOUNDARY
- 20m SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- R.O.W
- COMMERCIAL AREA
- WASTEWATER PUMP STATION
- ROAD - 24m WIDE
- ROAD - 20m WIDE
- ROAD - 18m WIDE
- ROAD - 15.5m WIDE
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SHARED FOOTPATH
- EXISTING SHARED FOOTPATH
- EXISTING PEDESTRIAN FOOTPATH

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING HIERARCHY AND PEDESTRIAN SHARED PATH PLAN
SHEET 10 OF 12

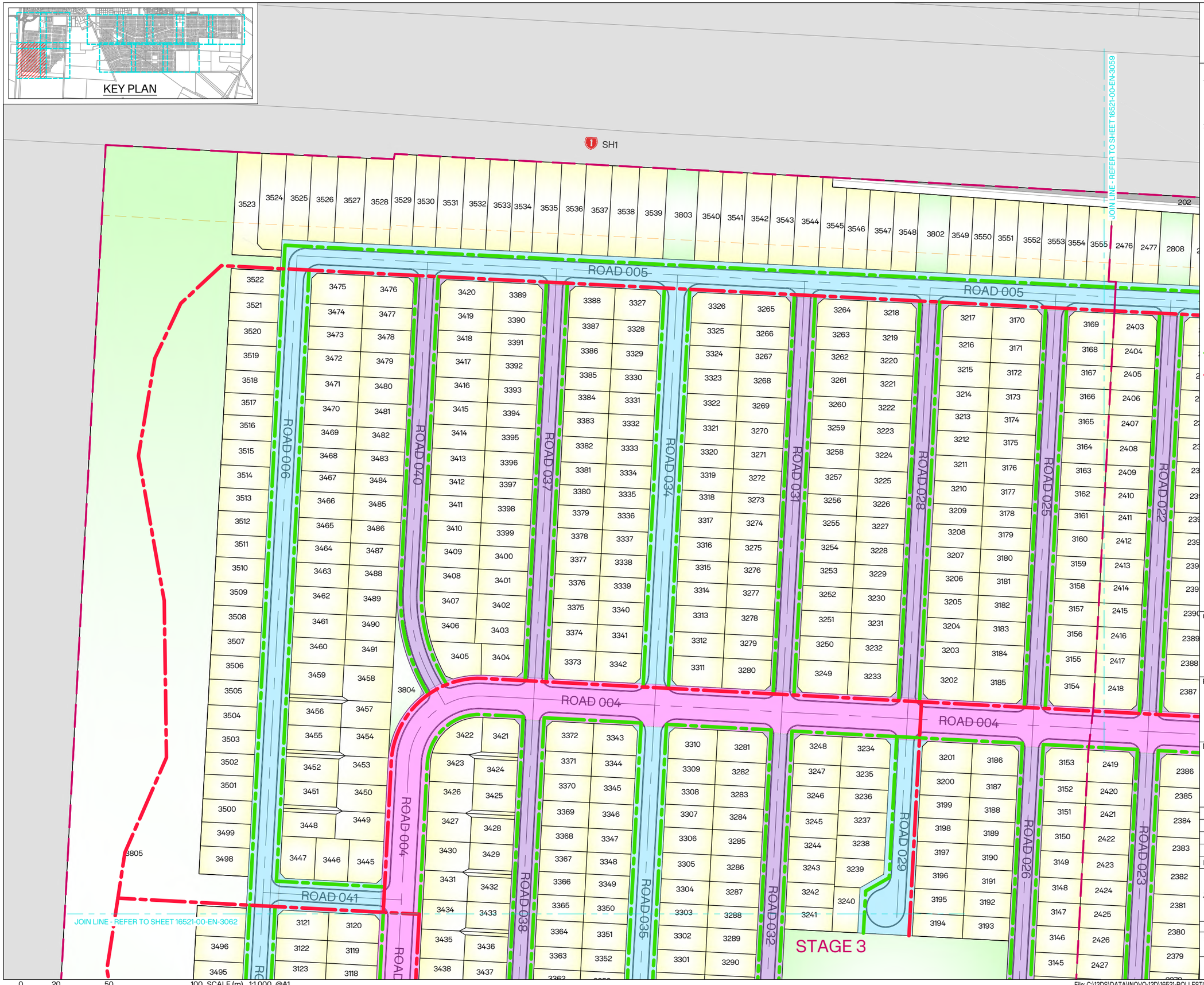
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	CS		01/10/2026
DRAWN	ARA		01/10/2026
REVIEWED	CS		02/10/2026
APPROVED	MP		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3060		

Synergy Version:

Plot Date: 12:22:43 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3050.DWG



0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

File: C:\12DS\DATA\NOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3050.DWG

INOJO

NOTES:

1. FOR GENERAL NOTES REFER TO 16521-00-EN-3050.

LEGEND:

- SITE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED KERB
- EXISTING BOUNDARY
- 20m SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- R.O.W
- COMMERCIAL AREA
- WASTEWATER PUMP STATION
- ROAD - 24m WIDE
- ROAD - 20m WIDE
- ROAD - 18m WIDE
- ROAD - 15.5m WIDE
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SHARED FOOTPATH
- EXISTING SHARED FOOTPATH
- EXISTING PEDESTRIAN FOOTPATH

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

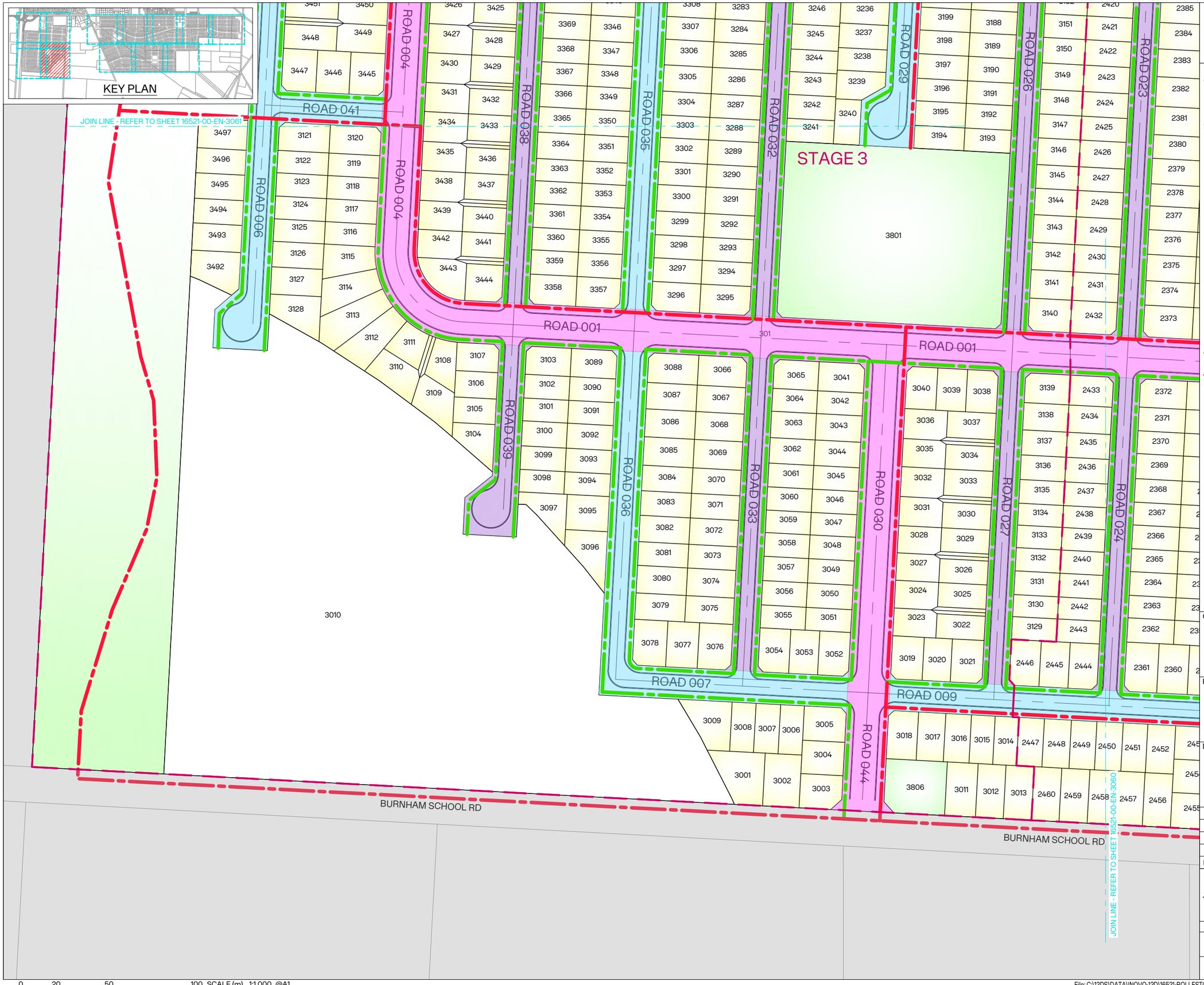
DRAWING TITLE:
ROADING HIERARCHY AND PEDESTRIAN SHARED PATH PLAN
SHEET 11 OF 12

A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	CS		01/10/2026
DRAWN	ARA		01/10/2026
REVIEWED	CS		02/10/2026
APPROVED	MP		02/11/2026
SCALE	1:1,000 @A1	1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3061		

Synergy Version:

Plot Date: 12:22:49 pm,2 November 2026, KIM CHEN



0 20 50 100 SCALE (m) 1:1,000 @A1
1:2,000 @A3

INOJO

NOTES:

1. FOR GENERAL NOTES REFER TO 16521-00-EN-3050.

LEGEND:

- SITE BOUNDARY
- PROPOSED BOUNDARY
- PROPOSED KERB
- EXISTING BOUNDARY
- 20m SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- R.O.W
- COMMERCIAL AREA
- WASTEWATER PUMP STATION
- ROAD - 24m WIDE
- ROAD - 20m WIDE
- ROAD - 18m WIDE
- ROAD - 15.5m WIDE
- PROPOSED PEDESTRIAN FOOTPATH
- PROPOSED SHARED FOOTPATH
- EXISTING SHARED FOOTPATH
- EXISTING PEDESTRIAN FOOTPATH

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

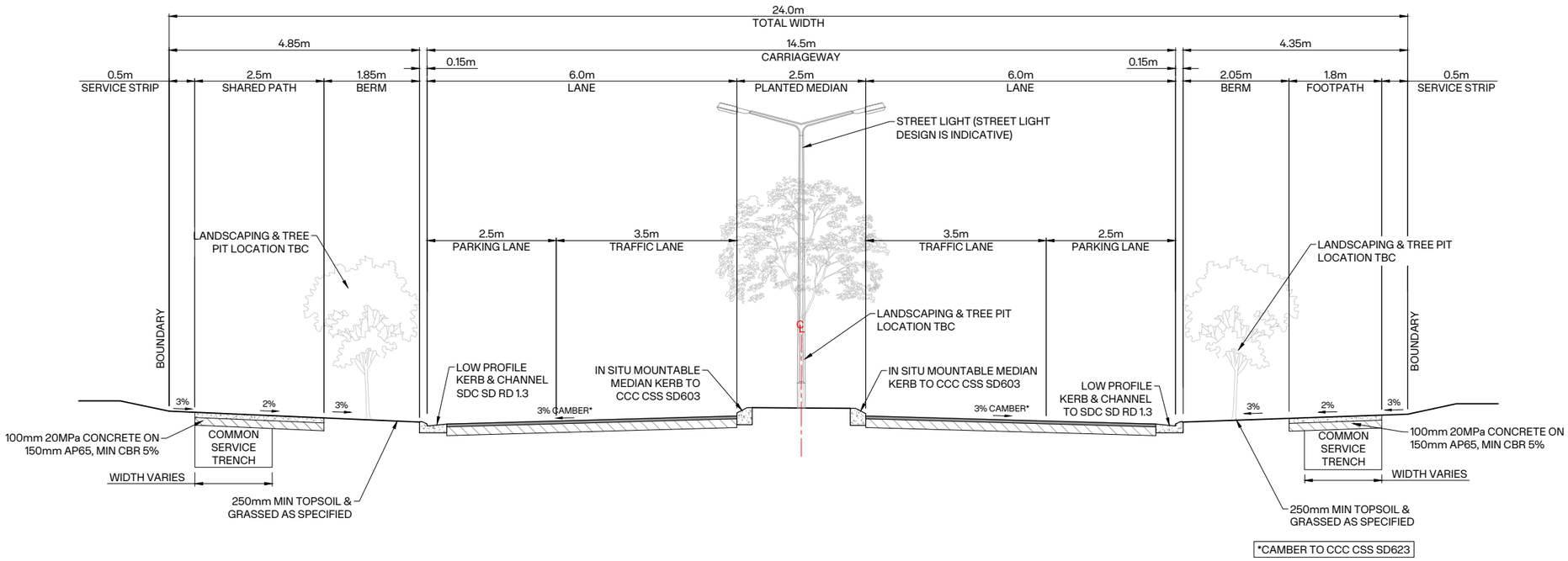
DRAWING TITLE:
ROADING HIERARCHY AND PEDESTRIAN SHARED PATH PLAN
SHEET 12 OF 12

A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	CS	01/10/2026
DRAWN	ARA	01/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026
SCALE	1:1,000 @A1 1:2,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3062	

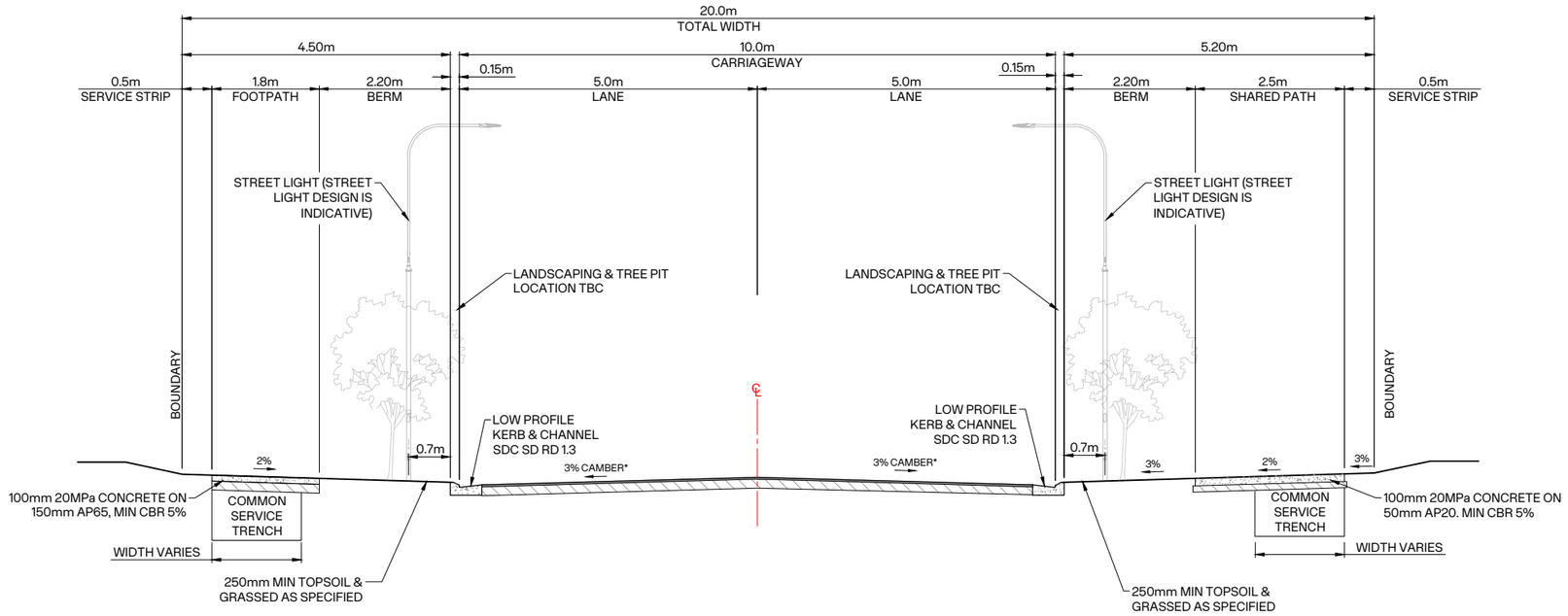
Synergy Version:
Plot Date: 12:22:55 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3050.DWG



A 3000's ROAD - 24m WIDE (BOULEVARD)

SCALE 1:50@A1 1:100@A3



B 3000's ROAD - 20m WIDE (LOCAL ROAD)

SCALE 1:50@A1 1:100@A3

NOTES:

1. DRAWINGS ARE TO BE READ AS A COMPLETE SET. ANY DISCREPANCIES MUST BE REFERRED TO THE ENGINEER FOR CLARIFICATION.
2. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
3. ANY INSTRUCTIONS FROM THE COUNCIL OR OTHER AUTHORITIES MUST BE CONFIRMED WITH THE ENGINEER.
4. THE CONTRACTOR MUST IMPLEMENT ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO COMMENCING WORKS ON SITE.
5. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, IDENTIFYING, AND PROTECTING ALL EXISTING SERVICES PRIOR TO STARTING EARTHWORKS.
6. THE ENGINEER MUST INSPECT THE SUB-GRADE BEFORE ANY FILLING MATERIAL IS PLACED.
7. THE CONTRACTOR MUST CONFIRM THE SUB-GRADE CBR PRIOR TO PLACING THE ROAD SUB-BASE.
8. ROADS WITH CARRIAGEWAY WIDTHS LESS THAN 9m ARE TO BE CONSTRUCTED WITH A STRAIGHT CROSSFALL. CARRIAGEWAYS GREATER THAN 9m MUST BE CONSTRUCTED WITH A CAMBER, AS PER CCC CSS SD623.
9. FOR ROADING PLANS REFER TO DRG 16521-00-EN-3000.
10. FOR ROADING HIERARCHY AND FOOTPATH AND SHARED USER PATHS LOCATION REFER TO DRG 16521-00-EN-3050.

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
TYPICAL SECTIONS
SHEET 1 OF 9

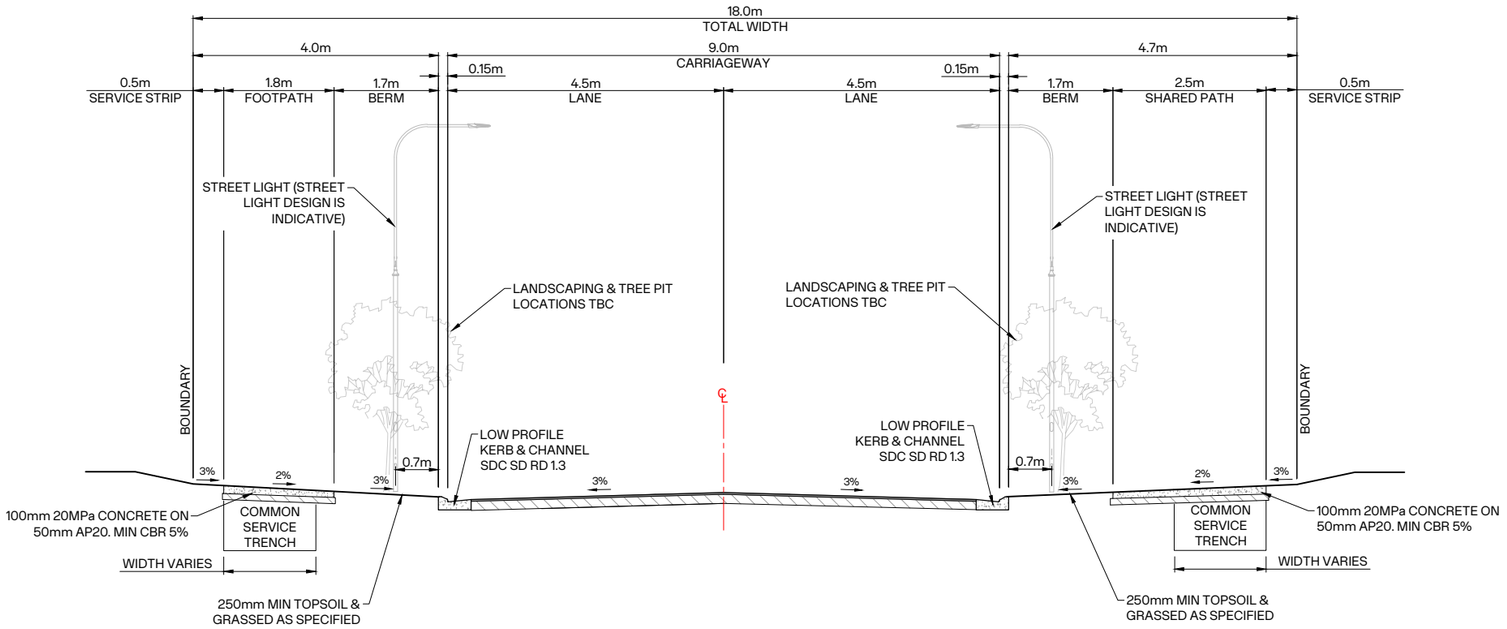
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	02/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3300	

Synergy Version:

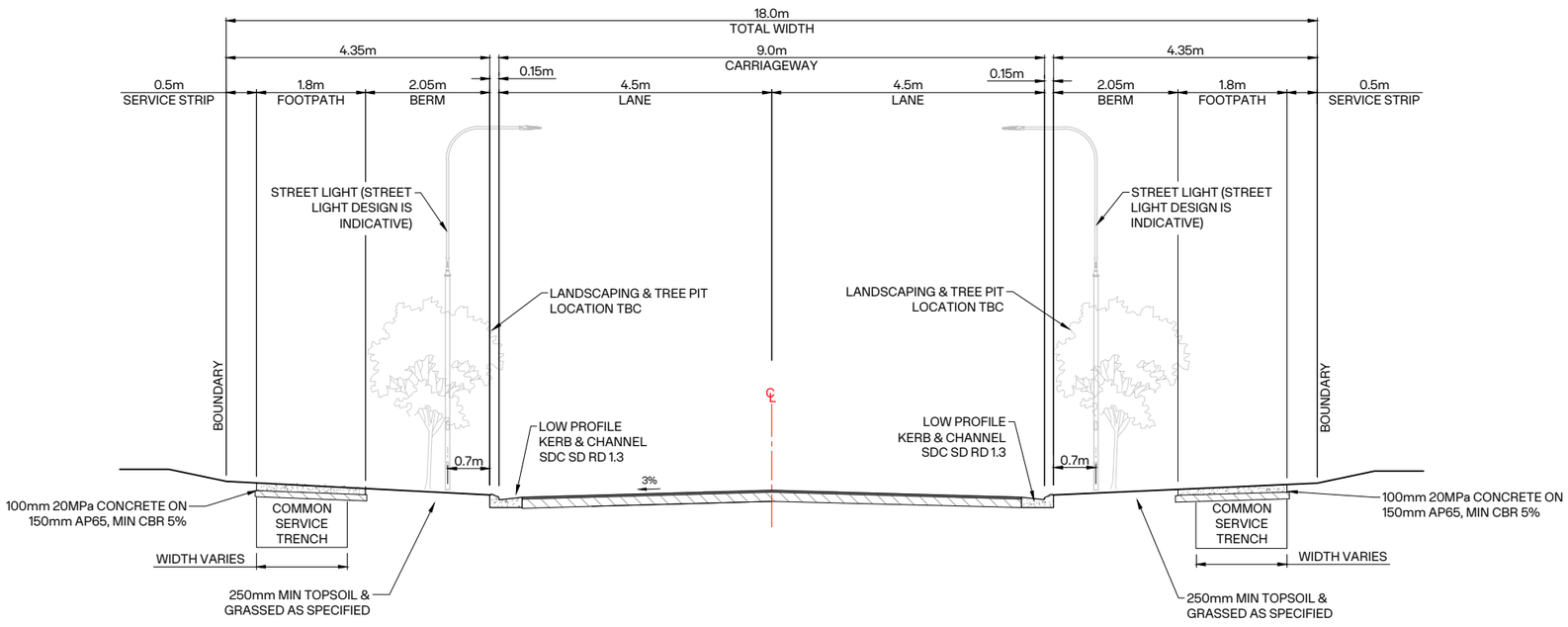
Plot Date: 12:23:44 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3300.DWG



C 3000's ROAD - 18m WIDE (WITH SHARED PATH)

SCALE 1:50@A1 1:100@A3



D 3000's ROAD - 18m WIDE (LOCAL ROAD)

SCALE 1:50@A1 1:100@A3

NOTES:

1. DRAWINGS ARE TO BE READ AS A COMPLETE SET. ANY DISCREPANCIES MUST BE REFERRED TO THE ENGINEER FOR CLARIFICATION.
2. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
3. ANY INSTRUCTIONS FROM THE COUNCIL OR OTHER AUTHORITIES MUST BE CONFIRMED WITH THE ENGINEER.
4. THE CONTRACTOR MUST IMPLEMENT ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO COMMENCING WORKS ON SITE.
5. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, IDENTIFYING, AND PROTECTING ALL EXISTING SERVICES PRIOR TO STARTING EARTHWORKS.
6. THE ENGINEER MUST INSPECT THE SUB-GRADE BEFORE ANY FILLING MATERIAL IS PLACED.
7. THE CONTRACTOR MUST CONFIRM THE SUB-GRADE CBR PRIOR TO PLACING THE ROAD SUB-BASE.
8. ROADS WITH CARRIAGEWAY WIDTHS LESS THAN 9m ARE TO BE CONSTRUCTED WITH A STRAIGHT CROSSFALL. CARRIAGEWAYS GREATER THAN 9m MUST BE CONSTRUCTED WITH A CAMBER, AS PER CCC CSS SD623.
9. FOR ROADING PLANS REFER TO DRG 16521-00-EN-3000.
10. FOR ROADING HIERARCHY AND FOOTPATH AND SHARED USER PATHS LOCATION REFER TO DRG 16521-00-EN-3050.

CLIENT: CARTER GROUP

PROJECT: WESTHAVEN FAST TRACK

DRAWING TITLE: ROADING TYPICAL SECTIONS SHEET 2 OF 9

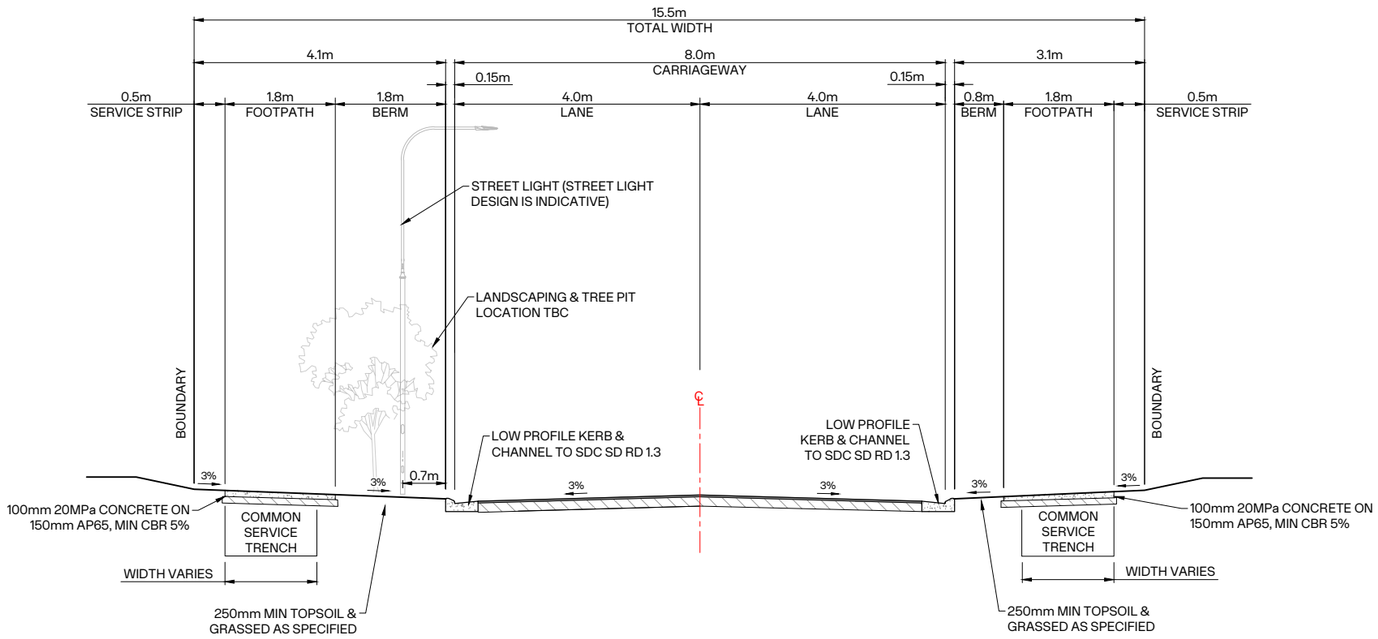
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

	SURVEYED	-	-
	DESIGNED	ARA	02/10/2026
	DRAWN	ARA	02/10/2026
	REVIEWED	CS	02/10/2026
	APPROVED	MP	02/11/2026
SCALE	AS SHOWN		REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3301		

Synergy Version:

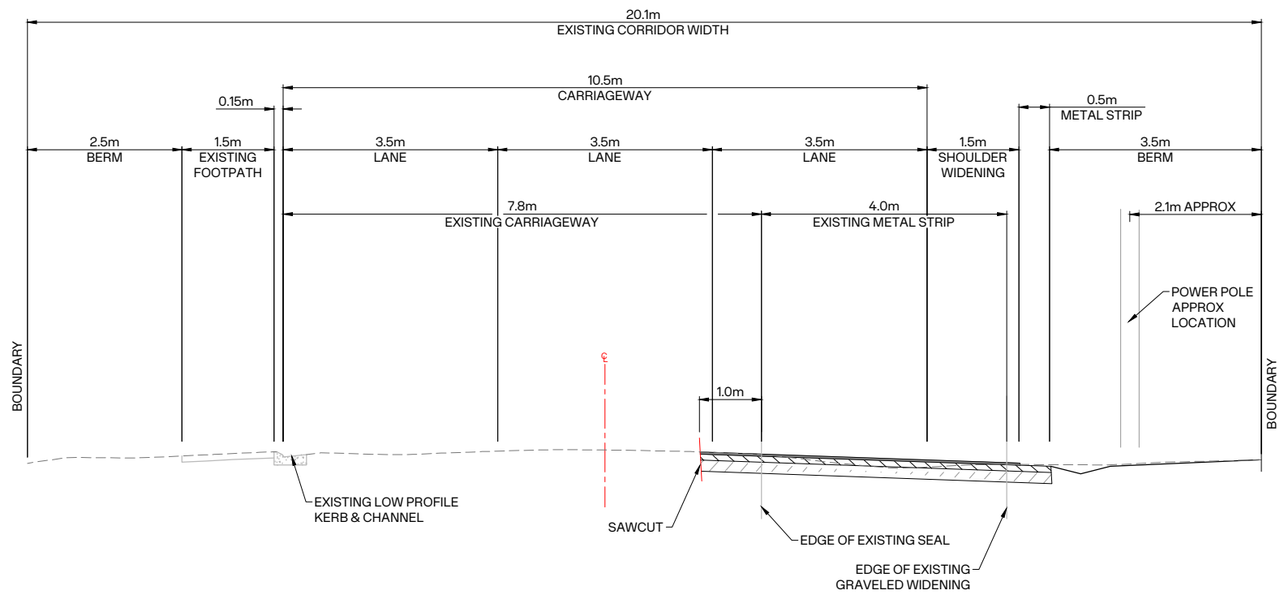
Plot Date: 12:23:45 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3300.DWG



E 3000's ROAD - 15.5m WIDE (LOCAL ROAD)

SCALE 1:50@A1 1:100@A3



F 3700's BURNHAM SCHOOL ROAD - SCHOOL ENTRY WIDENING

SCALE 1:50@A1 1:100@A3

NOTES:

1. DRAWINGS ARE TO BE READ AS A COMPLETE SET. ANY DISCREPANCIES MUST BE REFERRED TO THE ENGINEER FOR CLARIFICATION.
2. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
3. ANY INSTRUCTIONS FROM THE COUNCIL OR OTHER AUTHORITIES MUST BE CONFIRMED WITH THE ENGINEER.
4. THE CONTRACTOR MUST IMPLEMENT ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO COMMENCING WORKS ON SITE.
5. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, IDENTIFYING, AND PROTECTING ALL EXISTING SERVICES PRIOR TO STARTING EARTHWORKS.
6. THE ENGINEER MUST INSPECT THE SUB-GRADE BEFORE ANY FILLING MATERIAL IS PLACED.
7. THE CONTRACTOR MUST CONFIRM THE SUB-GRADE CBR PRIOR TO PLACING THE ROAD SUB-BASE.
8. ROADS WITH CARRIAGEWAY WIDTHS LESS THAN 9m ARE TO BE CONSTRUCTED WITH A STRAIGHT CROSSFALL. CARRIAGEWAYS GREATER THAN 9m MUST BE CONSTRUCTED WITH A CAMBER, AS PER CCC CSS SD623.
9. FOR ROADING PLANS REFER TO DRG 16521-00-EN-3000.
10. FOR ROADING HIERARCHY AND FOOTPATH AND SHARED USER PATHS LOCATION REFER TO DRG 16521-00-EN-3050.

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
TYPICAL SECTIONS
SHEET 3 OF 9

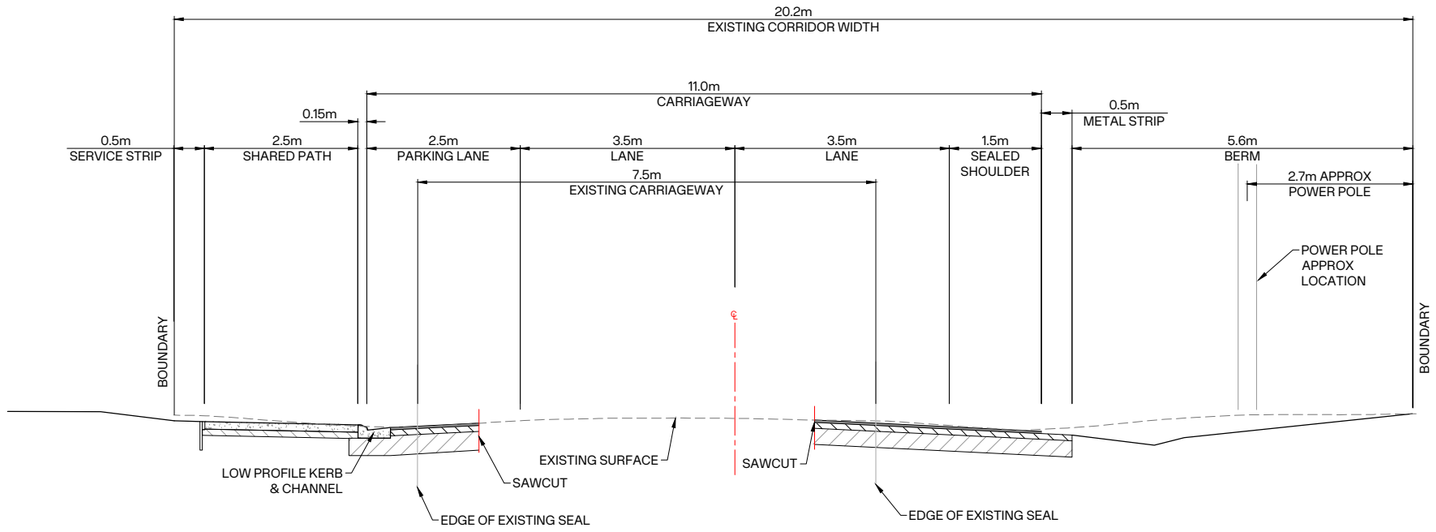
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	02/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3302	

Synergy Version:

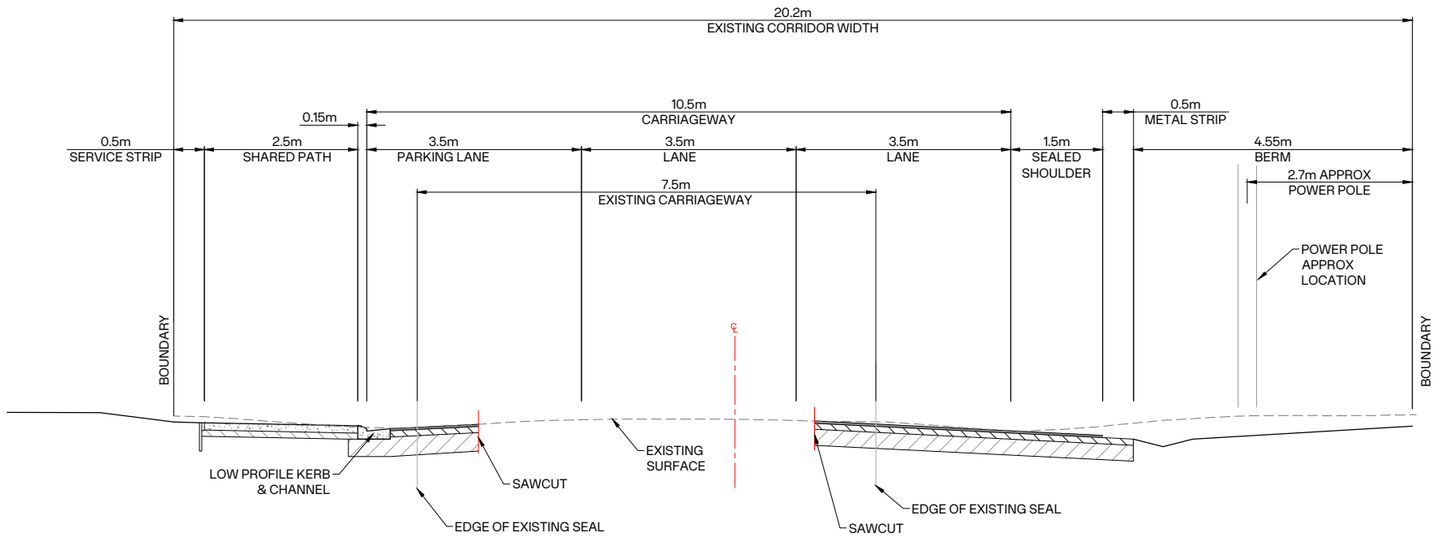
Plot Date: 12:23:46 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3300.DWG



G 3700's BURNHAM SCHOOL ROAD - TYPICAL CROSS-SECTION

SCALE 1:50@A1 1:100@A3



H 3700's BURNHAM SCHOOL ROAD - MAJOR INTERSECTION WIDENING - TYPICAL CROSS-SECTION

SCALE 1:50@A1 1:100@A3

NOTES:

1. DRAWINGS ARE TO BE READ AS A COMPLETE SET. ANY DISCREPANCIES MUST BE REFERRED TO THE ENGINEER FOR CLARIFICATION.
2. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
3. ANY INSTRUCTIONS FROM COUNCIL OR OTHER AUTHORITIES MUST BE CONFIRMED BY THE ENGINEER.
4. THE CONTRACTOR MUST IMPLEMENT ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO COMMENCING WORKS ON SITE.
5. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, IDENTIFYING, AND PROTECTING ALL EXISTING SERVICES PRIOR TO STARTING EARTHWORKS.
6. THE ENGINEER MUST INSPECT THE SUB-GRADE BEFORE ANY FILLING MATERIAL IS PLACED.
7. THE CONTRACTOR MUST CONFIRM THE SUB-GRADE CBR PRIOR TO PLACING THE ROAD SUB-BASE.
8. ROADS WITH CARRIAGEWAY WIDTHS LESS THAN 9m ARE TO BE CONSTRUCTED WITH A STRAIGHT CROSSFALL. CARRIAGEWAYS GREATER THAN 9m MUST BE CONSTRUCTED WITH A CAMBER, AS PER CCC CSS SD623.

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
TYPICAL SECTIONS
SHEET 4 OF 9

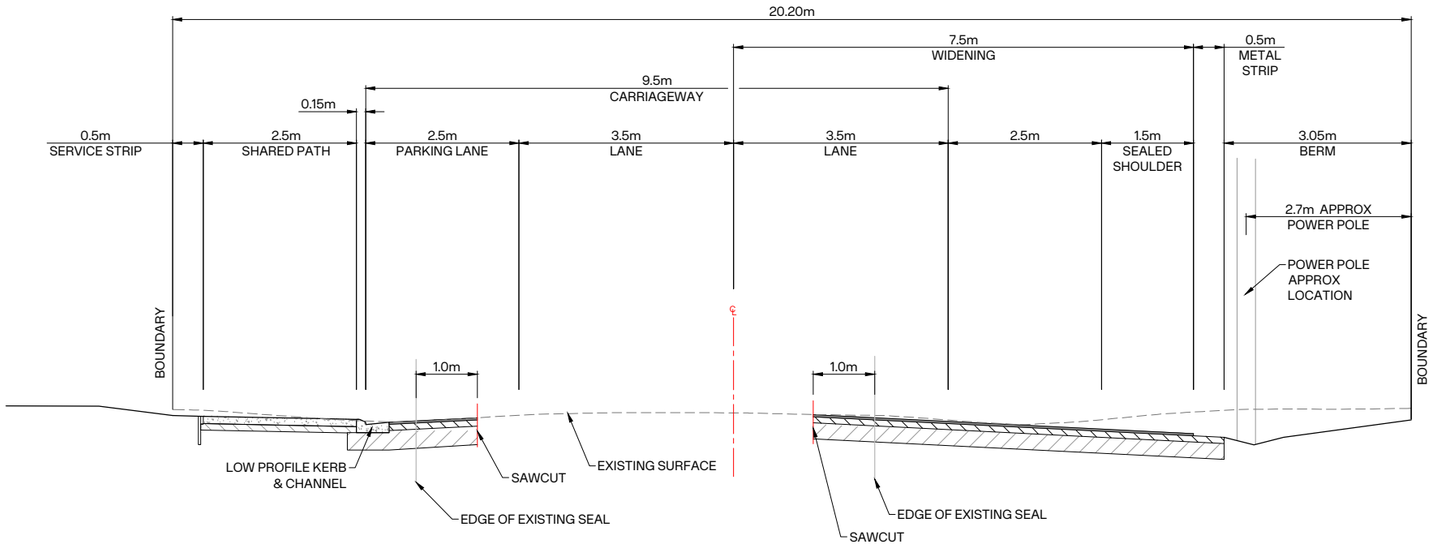
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	AMcC	02/10/2026
DRAWN	AMcC	02/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3303	

Synergy Version:

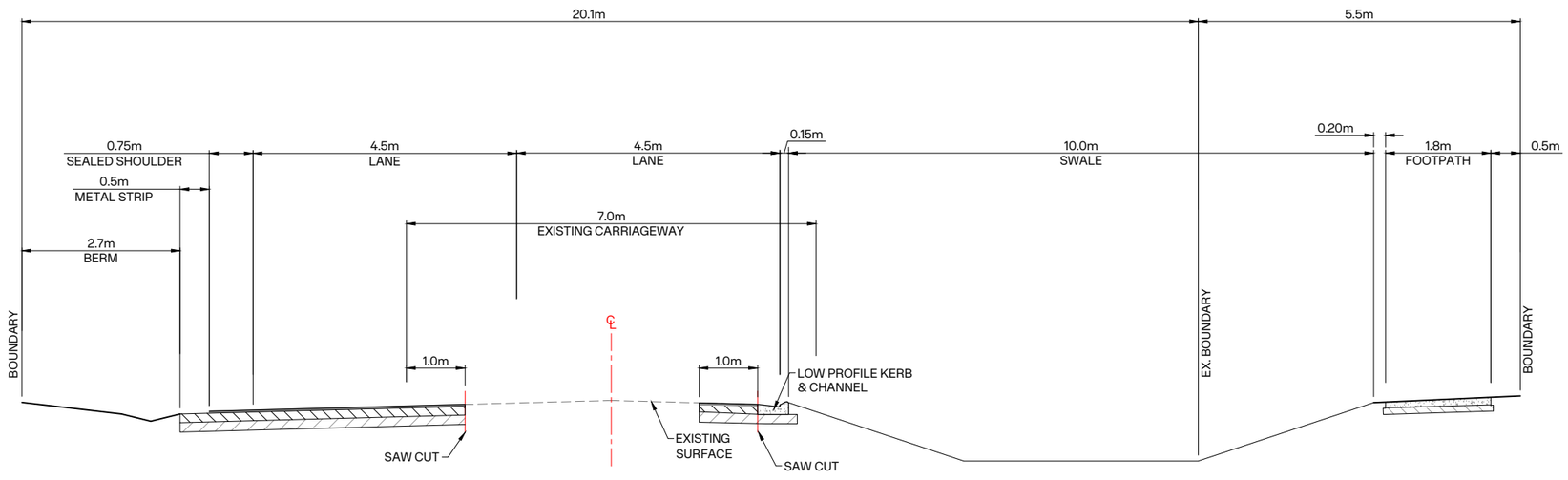
Plot Date: 12:23:47 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3300.DWG



I 3700's BURNHAM SCHOOL ROAD - MINOR INTERSECTION WIDENING- TYPICAL CROSS-SECTION

SCALE 1:50@A1 1:100@A3



J 3700's BROOKSIDE ROAD - TYPICAL CROSS-SECTION

SCALE 1:50@A1 1:100@A3

NOTES:

1. DRAWINGS ARE TO BE READ AS A COMPLETE SET. ANY DISCREPANCIES MUST BE REFERRED TO THE ENGINEER FOR CLARIFICATION.
2. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
3. ANY INSTRUCTIONS FROM COUNCIL OR OTHER AUTHORITIES MUST BE CONFIRMED BY THE ENGINEER.
4. THE CONTRACTOR MUST IMPLEMENT ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO COMMENCING WORKS ON SITE.
5. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, IDENTIFYING, AND PROTECTING ALL EXISTING SERVICES PRIOR TO STARTING EARTHWORKS.
6. THE ENGINEER MUST INSPECT THE SUB-GRADE BEFORE ANY FILLING MATERIAL IS PLACED.
7. THE CONTRACTOR MUST CONFIRM THE SUB-GRADE CBR PRIOR TO PLACING THE ROAD SUB-BASE.
8. ROADS WITH CARRIAGEWAY WIDTHS LESS THAN 9m ARE TO BE CONSTRUCTED WITH A STRAIGHT CROSSFALL. CARRIAGEWAYS GREATER THAN 9m MUST BE CONSTRUCTED WITH A CAMBER, AS PER CCC CSS SD623.

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
TYPICAL SECTIONS
SHEET 5 OF 9

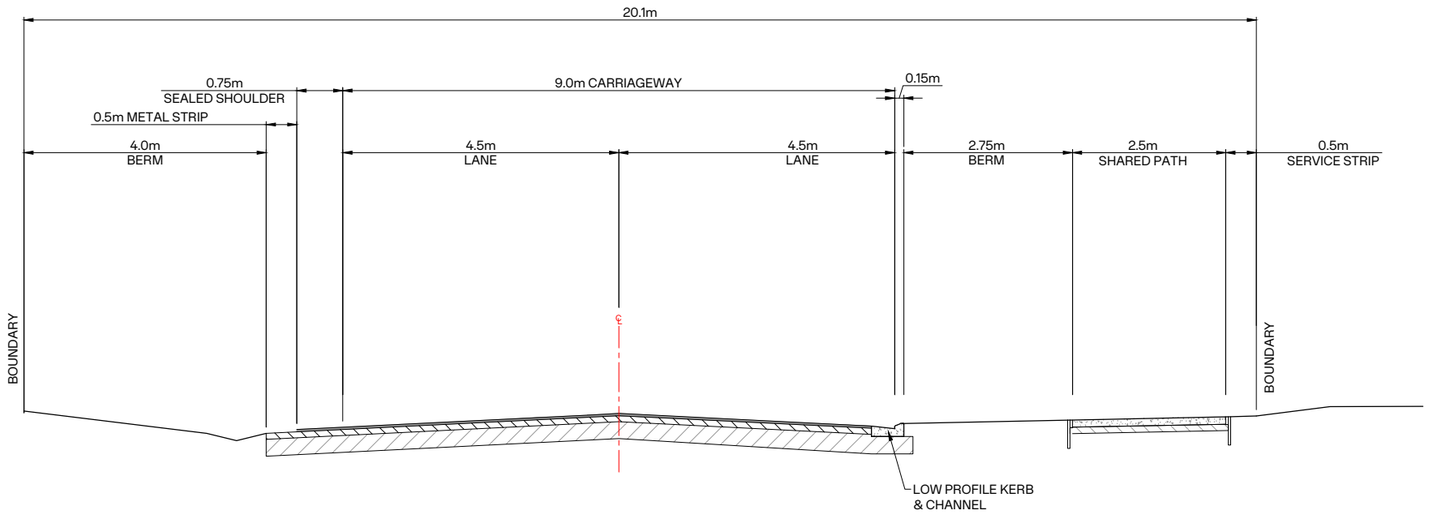
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	AMcC	02/10/2026
DRAWN	AMcC	02/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3304	

Synergy Version:

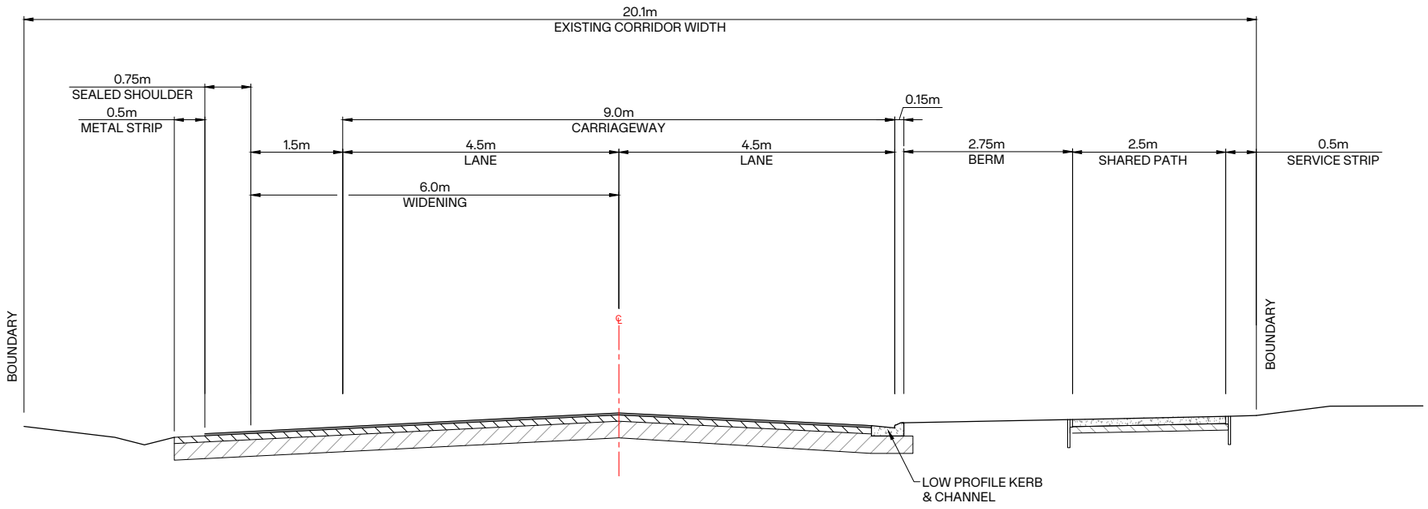
Plot Date: 12:23:49 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3300.DWG



K 3700's EDWARDS ROAD - TYPICAL CROSS-SECTION

SCALE 1:50@A1 1:100@A3



L 3700's EDWARDS ROAD - INTERSECTION WIDENING - TYPICAL CROSS-SECTION

SCALE 1:50@A1 1:100@A3

NOTES:

1. DRAWINGS ARE TO BE READ AS A COMPLETE SET. ANY DISCREPANCIES MUST BE REFERRED TO THE ENGINEER FOR CLARIFICATION.
2. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
3. ANY INSTRUCTIONS FROM COUNCIL OR OTHER AUTHORITIES MUST BE CONFIRMED BY THE ENGINEER.
4. THE CONTRACTOR MUST IMPLEMENT ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO COMMENCING WORKS ON SITE.
5. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, IDENTIFYING, AND PROTECTING ALL EXISTING SERVICES PRIOR TO STARTING EARTHWORKS.
6. THE ENGINEER MUST INSPECT THE SUB-GRADE BEFORE ANY FILLING MATERIAL IS PLACED.
7. THE CONTRACTOR MUST CONFIRM THE SUB-GRADE CBR PRIOR TO PLACING THE ROAD SUB-BASE.
8. ROADS WITH CARRIAGEWAY WIDTHS LESS THAN 9m ARE TO BE CONSTRUCTED WITH A STRAIGHT CROSSFALL. CARRIAGEWAYS GREATER THAN 9m MUST BE CONSTRUCTED WITH A CAMBER, AS PER CCC CSS SD623.

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
TYPICAL SECTIONS
SHEET 6 OF 9

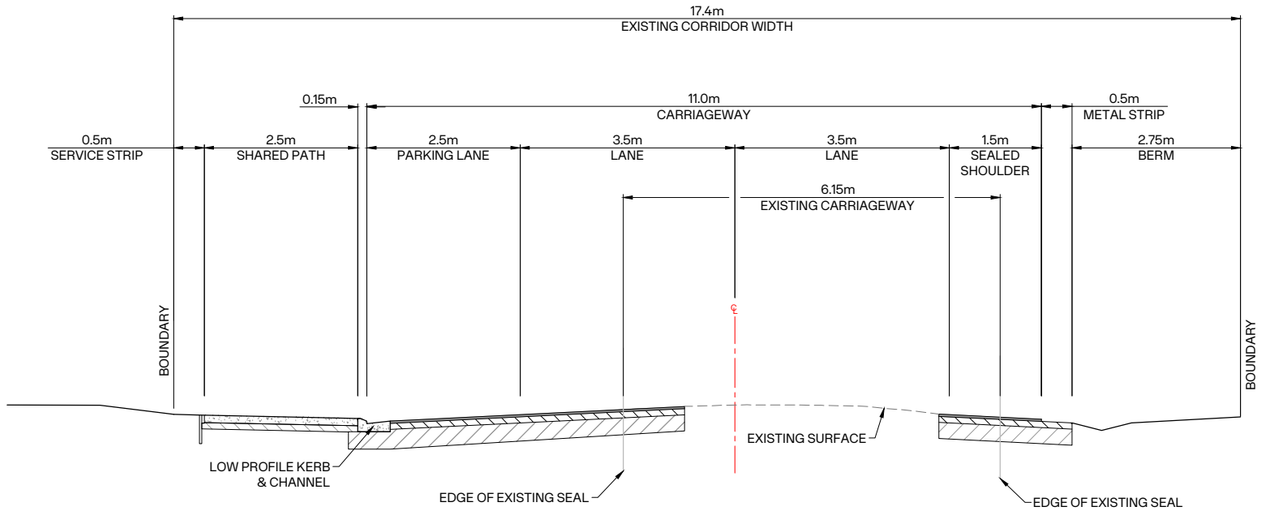
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	AMcC	02/10/2026
DRAWN	AMcC	02/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3305	

Synergy Version:

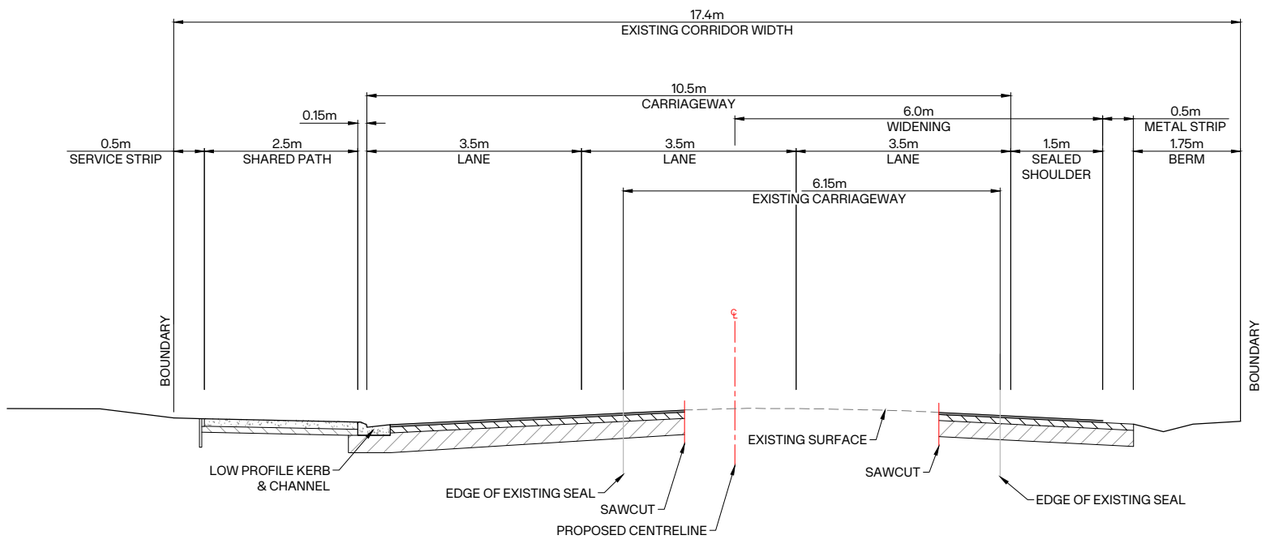
Plot Date: 12:23:50 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3300.DWG



M 3700's SELWYN ROAD - TYPICAL CROSS-SECTION

SCALE 1:50@A1 1:100@A3



N 3700's SELWYN ROAD - INTERSECTION WIDENING - TYPICAL CROSS-SECTION

SCALE 1:50@A1 1:100@A3

NOTES:

1. DRAWINGS ARE TO BE READ AS A COMPLETE SET. ANY DISCREPANCIES MUST BE REFERRED TO THE ENGINEER FOR CLARIFICATION.
2. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
3. ANY INSTRUCTIONS FROM COUNCIL OR OTHER AUTHORITIES MUST BE CONFIRMED BY THE ENGINEER.
4. THE CONTRACTOR MUST IMPLEMENT ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO COMMENCING WORKS ON SITE.
5. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, IDENTIFYING, AND PROTECTING ALL EXISTING SERVICES PRIOR TO STARTING EARTHWORKS.
6. THE ENGINEER MUST INSPECT THE SUB-GRADE BEFORE ANY FILLING MATERIAL IS PLACED.
7. THE CONTRACTOR MUST CONFIRM THE SUB-GRADE CBR PRIOR TO PLACING THE ROAD SUB-BASE.
8. ROADS WITH CARRIAGEWAY WIDTHS LESS THAN 9m ARE TO BE CONSTRUCTED WITH A STRAIGHT CROSSFALL. CARRIAGEWAYS GREATER THAN 9m MUST BE CONSTRUCTED WITH A CAMBER, AS PER CCC CSS SD623.

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
TYPICAL SECTIONS
SHEET 7 OF 9

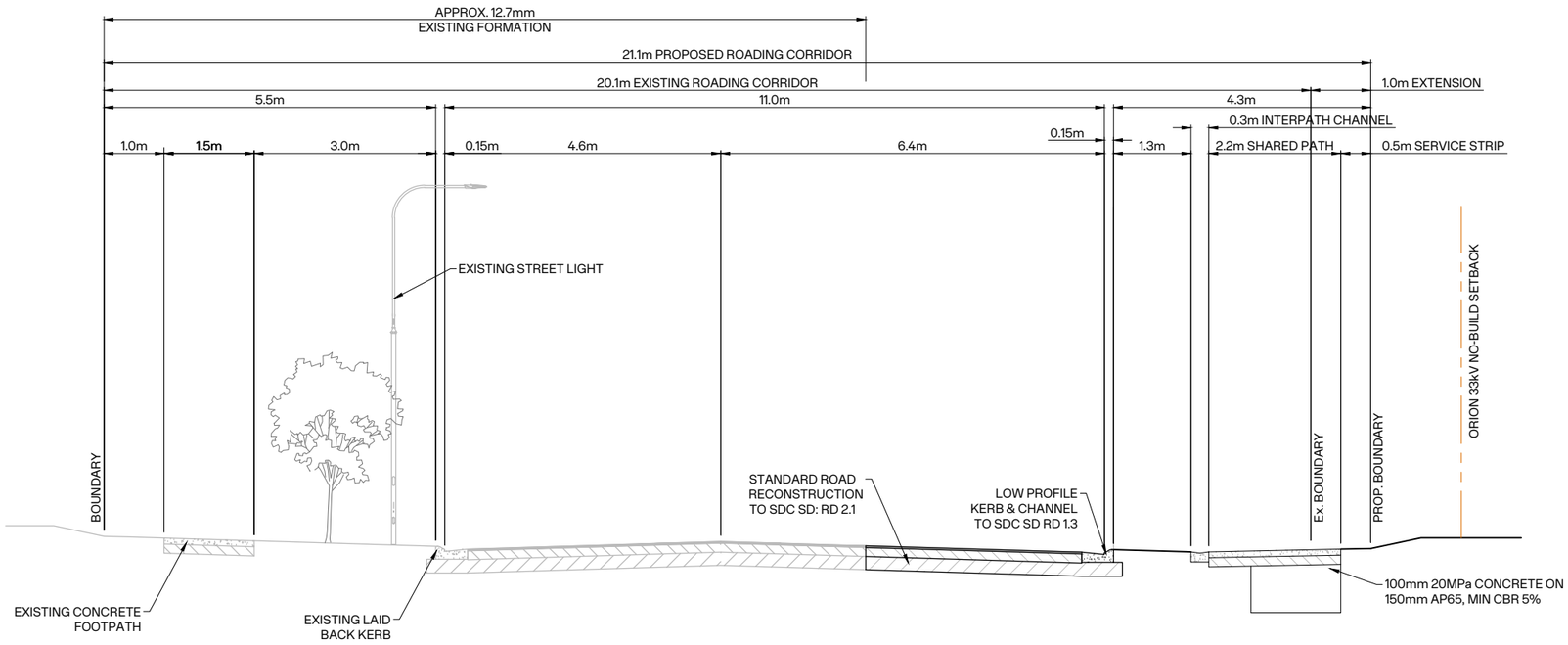
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	AMcC	02/10/2026
DRAWN	AMcC	02/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3306	

Synergy Version:

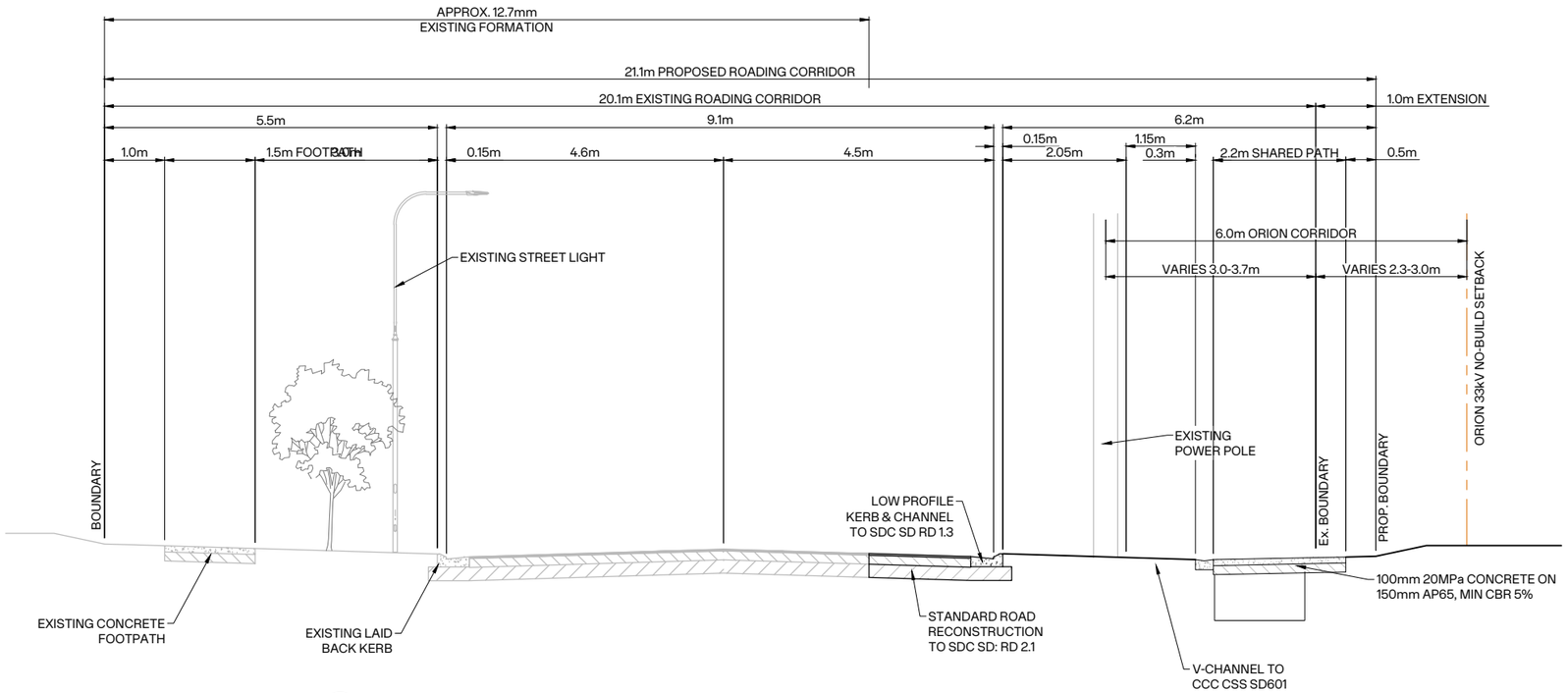
Plot Date: 12:23:51 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3300.DWG



O 3700's DUNNS CROSSING ROAD - TYPICAL CROSS-SECTION

SCALE 1:50@A1 1:100@A3



P 3700's DUNNS CROSSING ROAD - KERB BUILD OUT - TYPICAL CROSS-SECTION

SCALE 1:50@A1 1:100@A3

NOTES:

1. DRAWINGS ARE TO BE READ AS A COMPLETE SET. ANY DISCREPANCIES MUST BE REFERRED TO THE ENGINEER FOR CLARIFICATION.
2. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
3. ANY INSTRUCTIONS FROM COUNCIL OR OTHER AUTHORITIES MUST BE CONFIRMED BY THE ENGINEER.
4. THE CONTRACTOR MUST IMPLEMENT ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO COMMENCING WORKS ON SITE.
5. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, IDENTIFYING, AND PROTECTING ALL EXISTING SERVICES PRIOR TO STARTING EARTHWORKS.
6. THE ENGINEER MUST INSPECT THE SUB-GRADE BEFORE ANY FILLING MATERIAL IS PLACED.
7. THE CONTRACTOR MUST CONFIRM THE SUB-GRADE CBR PRIOR TO PLACING THE ROAD SUB-BASE.
8. ROADS WITH CARRIAGEWAY WIDTHS LESS THAN 9m ARE TO BE CONSTRUCTED WITH A STRAIGHT CROSSFALL. CARRIAGEWAYS GREATER THAN 9m MUST BE CONSTRUCTED WITH A CAMBER, AS PER CCC CSS SD623.

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
TYPICAL SECTIONS
SHEET 8 OF 9

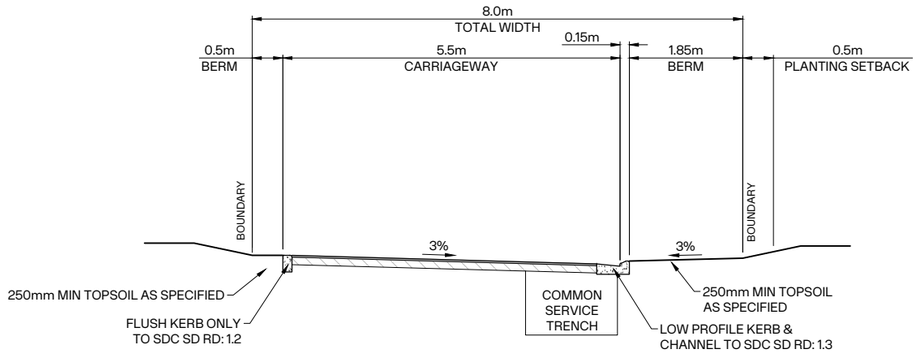
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	AMcC	02/10/2026
DRAWN	AMcC	02/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3307	

Synergy Version:

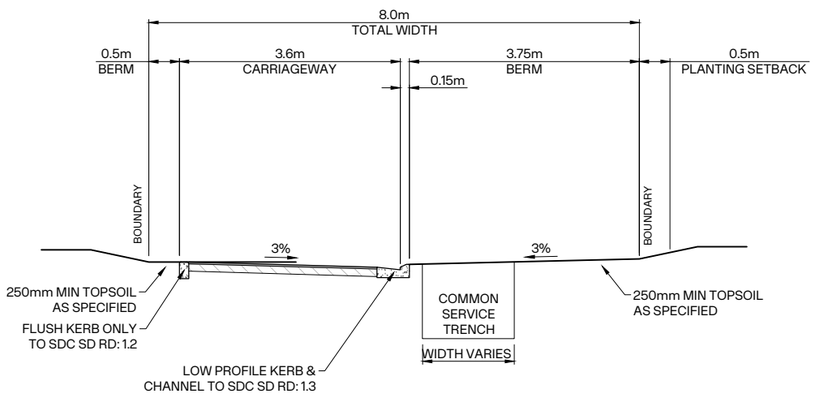
Plot Date: 12:23:53 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3300.DWG



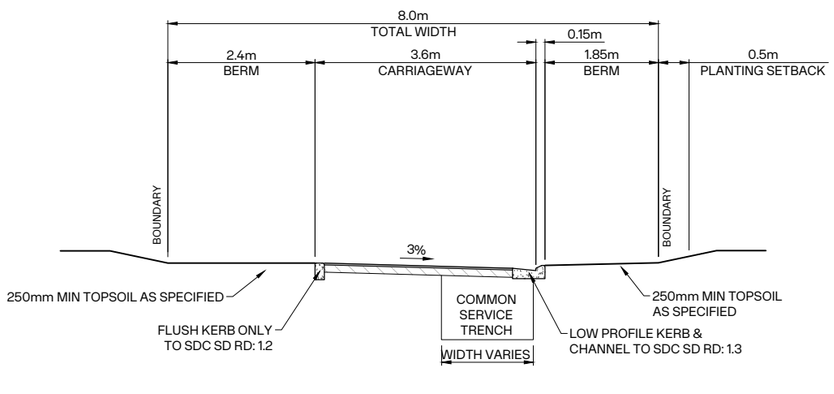
LANEWAY

3000's SCALE 1:50@A1 1:100@A3



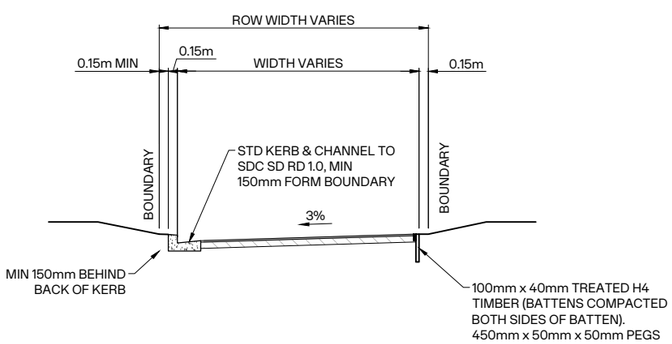
R LANEWAY NARROWING - TYPE 1

3000's SCALE 1:50@A1 1:100@A3



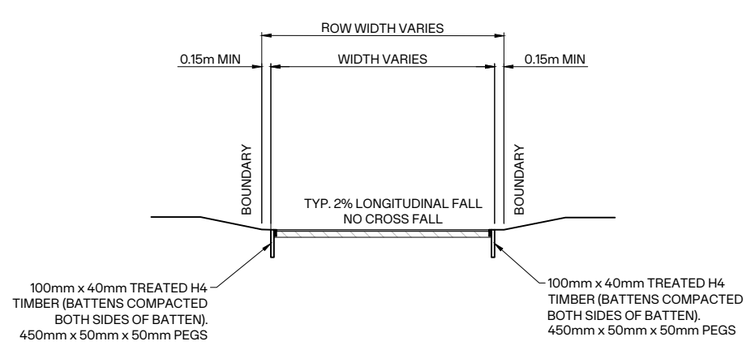
S LANEWAY NARROWING - TYPE 2

3000's SCALE 1:50@A1 1:100@A3



T R.O.W - TYPICAL CROSS SECTION

3000's SCALE 1:50@A1 1:100@A3



U REAR ACCESS DRIVEWAY - TYPICAL CROSS SECTION

3000's SCALE 1:50@A1 1:100@A3

NOTES:

1. DRAWINGS ARE TO BE READ AS A COMPLETE SET. ANY DISCREPANCIES MUST BE REFERRED TO THE ENGINEER FOR CLARIFICATION.
2. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
3. ANY INSTRUCTIONS FROM COUNCIL OR OTHER AUTHORITIES MUST BE CONFIRMED BY THE ENGINEER.
4. THE CONTRACTOR MUST IMPLEMENT ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO COMMENCING WORKS ON SITE.
5. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, IDENTIFYING, AND PROTECTING ALL EXISTING SERVICES PRIOR TO STARTING EARTHWORKS.
6. THE ENGINEER MUST INSPECT THE SUB-GRADE BEFORE ANY FILLING MATERIAL IS PLACED.
7. THE CONTRACTOR MUST CONFIRM THE SUB-GRADE CBR PRIOR TO PLACING THE ROAD SUB-BASE.
8. ROADS WITH CARRIAGEWAY WIDTHS LESS THAN 9m ARE TO BE CONSTRUCTED WITH A STRAIGHT CROSSFALL. CARRIAGEWAYS GREATER THAN 9m MUST BE CONSTRUCTED WITH A CAMBER, AS PER CCC CSS SD623.

CLIENT: CARTER GROUP

PROJECT: WESTHAVEN FAST TRACK

DRAWING TITLE: ROADING TYPICAL SECTIONS SHEET 9 OF 9

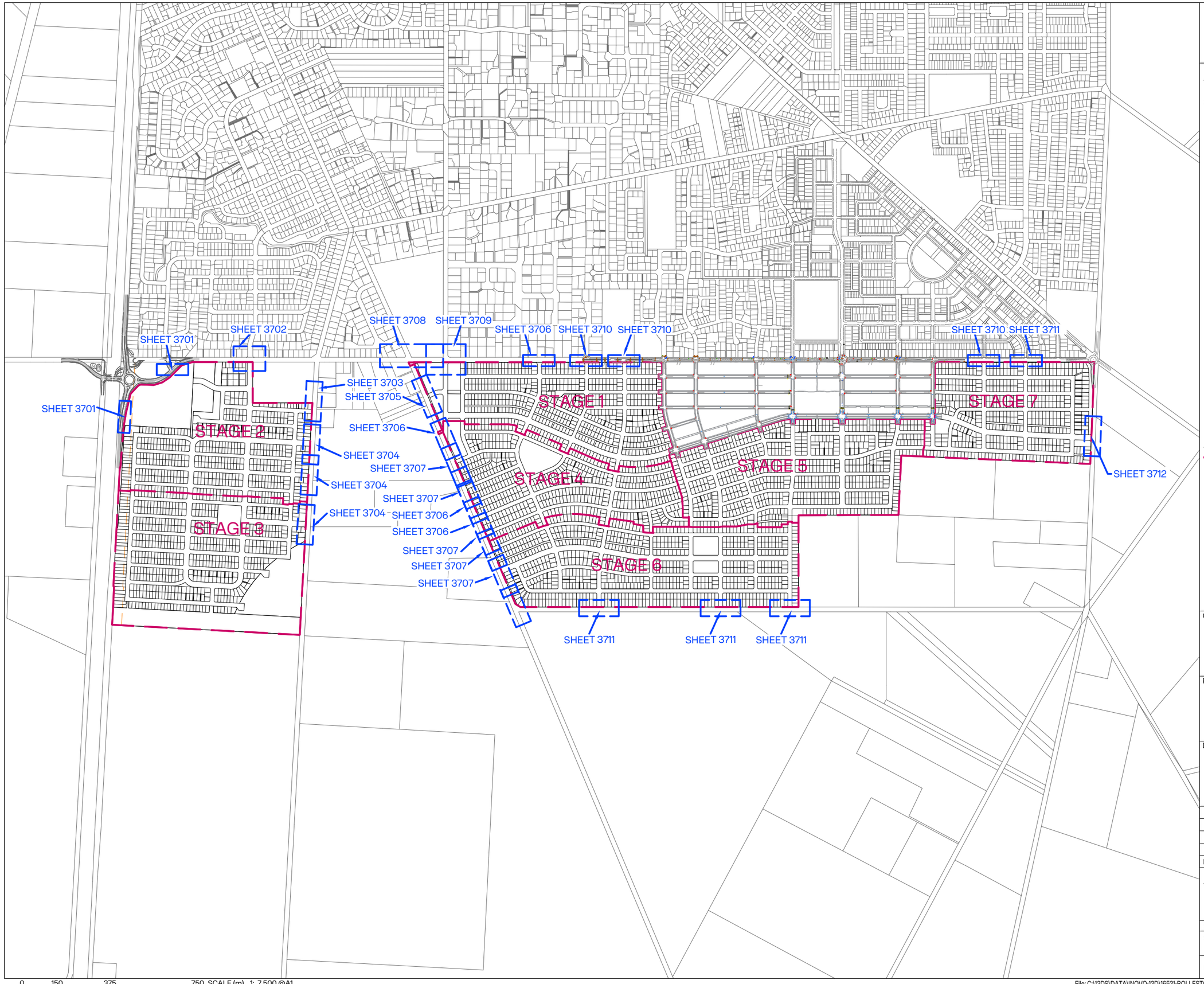
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

	SURVEYED	-	-
	DESIGNED	AMcC	02/10/2026
	DRAWN	AMcC	02/10/2026
	REVIEWED	CS	02/10/2026
	APPROVED	MP	02/11/2026
SCALE	AS SHOWN		REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3308		

Synergy Version:

Plot Date: 12:23:55 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3300.DWG



INOVO

NOTES:

1. ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES, UNLESS OTHERWISE NOTED.
2. THIS PLAN HAS BEEN PREPARED FOR A SPECIFIC PROJECT AND MUST NOT BE MODIFIED OR USED FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF INOVO.

LEGEND:

- SITE BOUNDARY
- EXISTING BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- EX. KERB
- EX. FOOTPATH
- OH-HV Ex. OVERHEAD POWER LINE
- TOP OF SWALE
- BOTTOM OF SWALE

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
INTERSECTION OVERVIEW PLAN

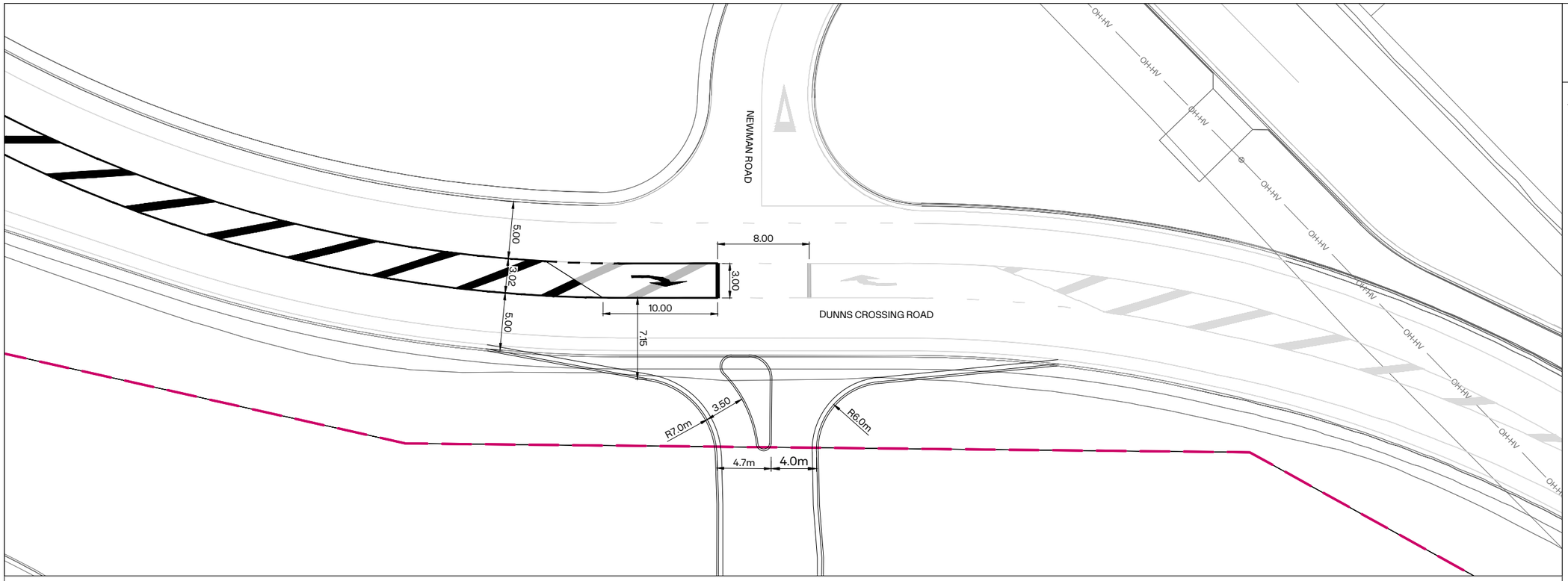
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-		-
DESIGNED	ARA		02/10/2026
DRAWN	ARA		08/10/2026
REVIEWED	CS		02/10/2026
APPROVED	MP		02/11/2026
SCALE	1:7,500 @A1	1:15,000 @A3	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION		A
DWG NO	16521-00-EN-3700		

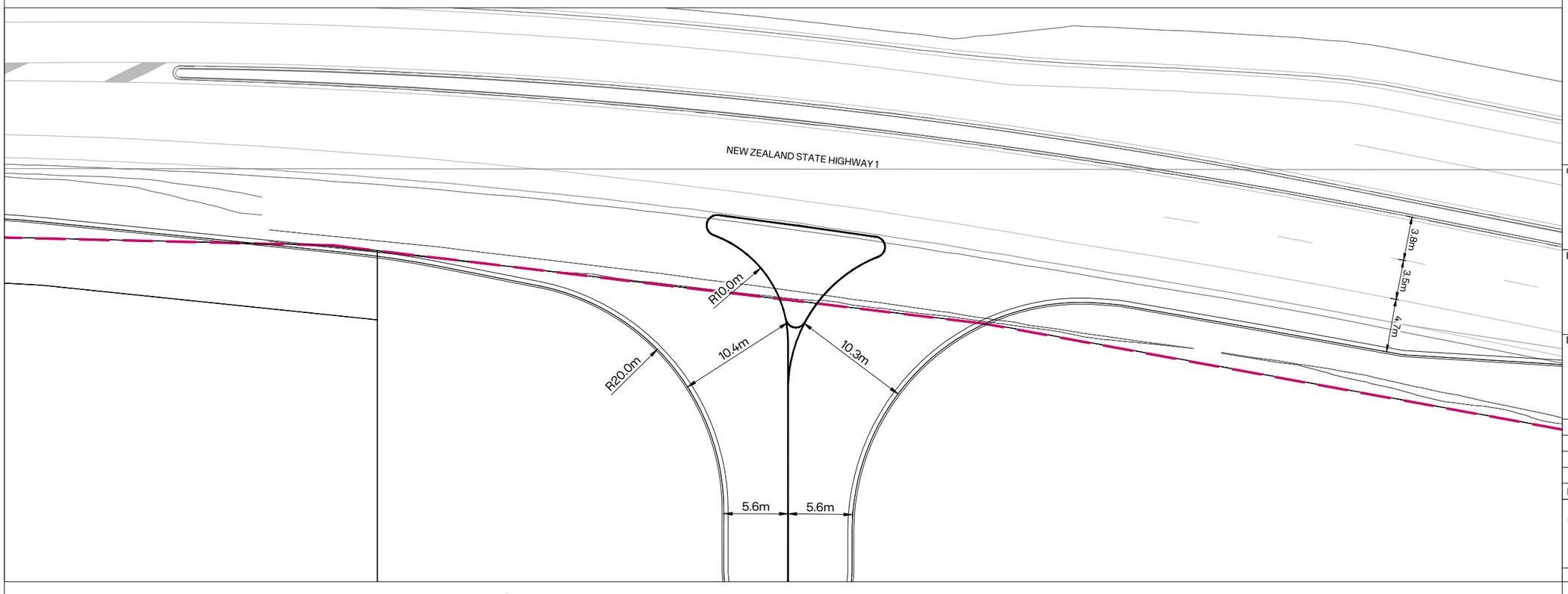
Synergy Version:

Plot Date: 12:27:31 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3700.DWG



A 3700's DUNNS CROSSING ROAD - COMMERCIAL AREA INTERSECTION DETAIL
SCALE A1: 1:200 A3: 1:400



B 3700's STATE HIGHWAY 1 - COMMERCIAL AREA INTERSECTION DETAIL
SCALE A1: 1:200 A3: 1:400

INOVO

NOTES:
1. ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES, UNLESS OTHERWISE NOTED.
2. THIS PLAN HAS BEEN PREPARED FOR A SPECIFIC PROJECT AND MUST NOT BE MODIFIED OR USED FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF INOVO.

LEGEND:
- SITE BOUNDARY
- EXISTING BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- EX. KERB
- EX. FOOTPATH
- OH-HV Ex. OVERHEAD POWER LINE
- TOP OF SWALE
- BOTTOM OF SWALE

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

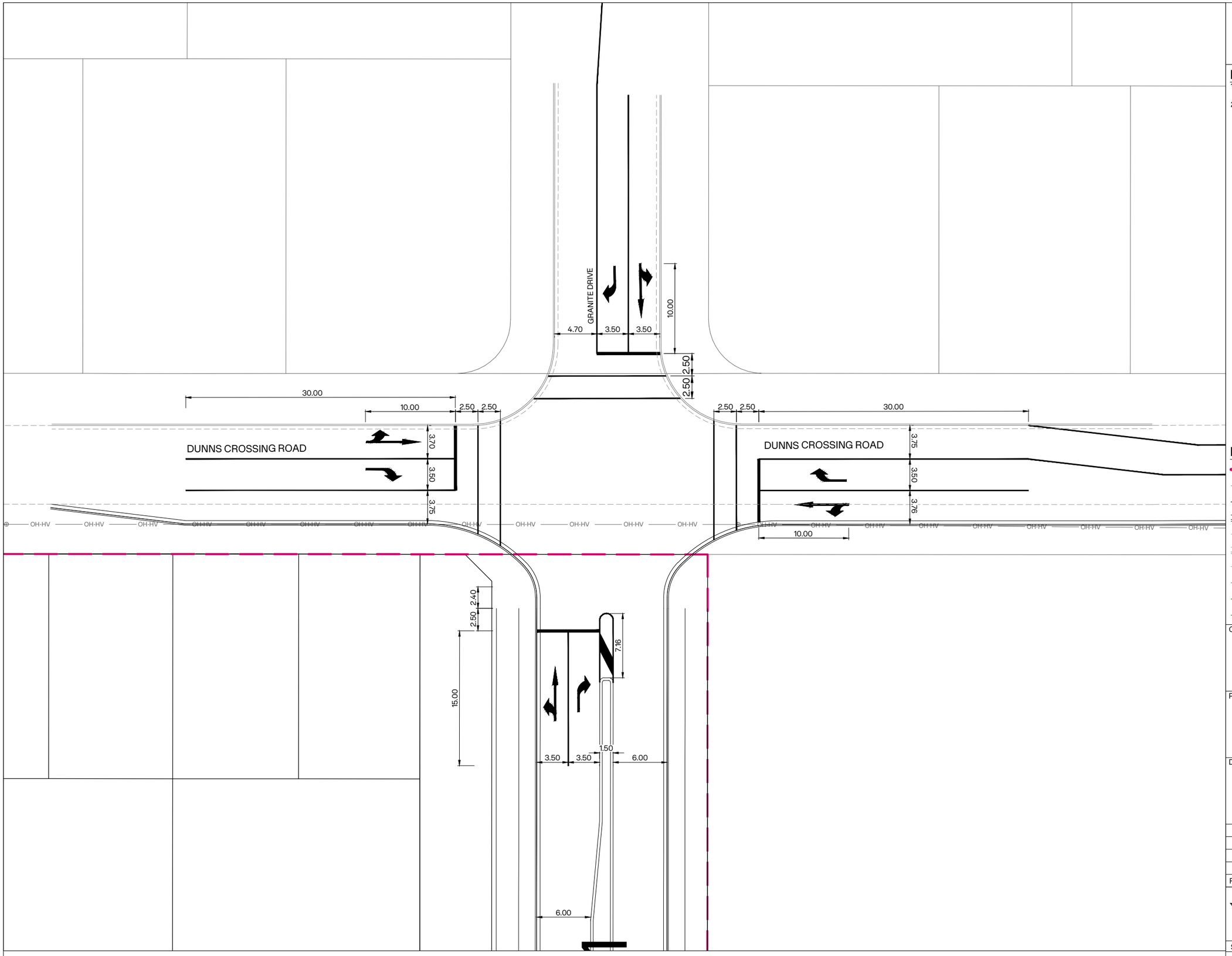
DRAWING TITLE:
ROADING
INTERSECTION PLAN
SHEET 1 OF 12

A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	08/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3701	

Synergy Version:
Plot Date: 12:27:34 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3700.DWG



B 3700's DUNNS CROSSING ROAD - ROAD XXX INTERSECTION DETAIL
SCALE A1: 1:200 A3: 1:400

NOTES:

1. ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES, UNLESS OTHERWISE NOTED.
2. THIS PLAN HAS BEEN PREPARED FOR A SPECIFIC PROJECT AND MUST NOT BE MODIFIED OR USED FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF INOVO.

LEGEND:

- SITE BOUNDARY
- EXISTING BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- EX. KERB
- EX. FOOTPATH
- OH-HV — Ex. OVERHEAD POWER LINE
- TOP OF SWALE
- BOTTOM OF SWALE

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

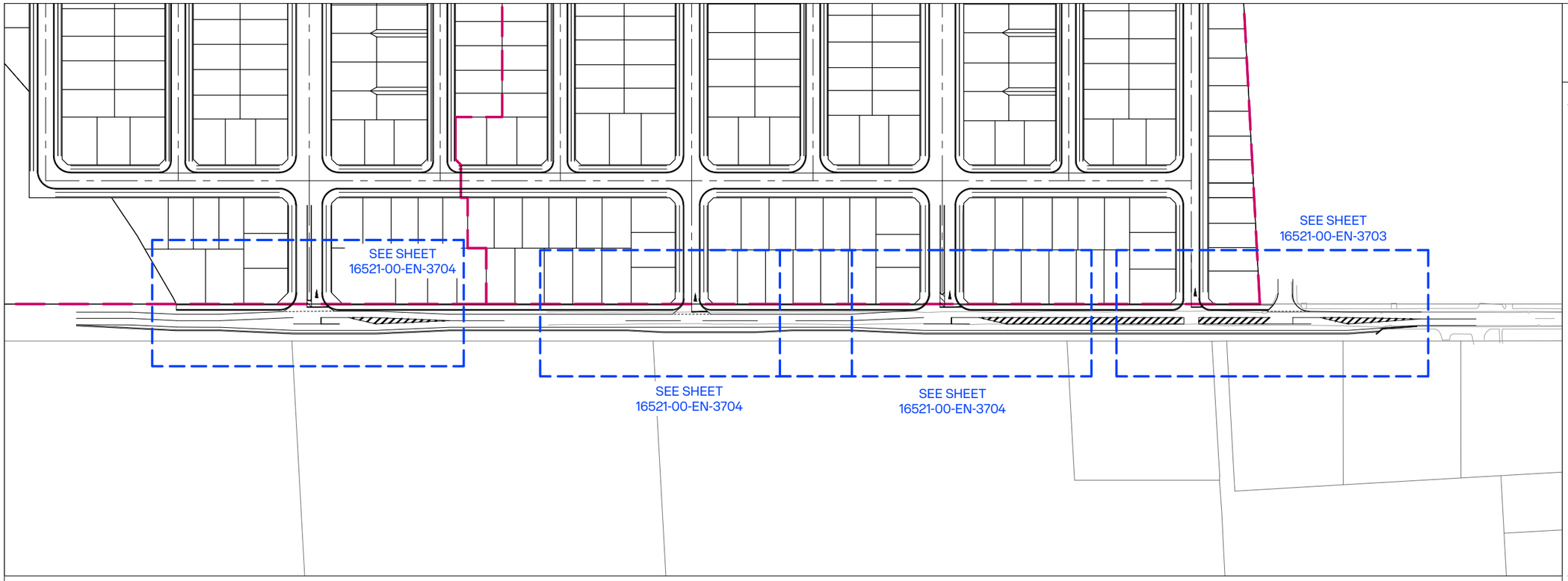
DRAWING TITLE:
ROADING
INTERSECTION PLAN
SHEET 2 OF 12

A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

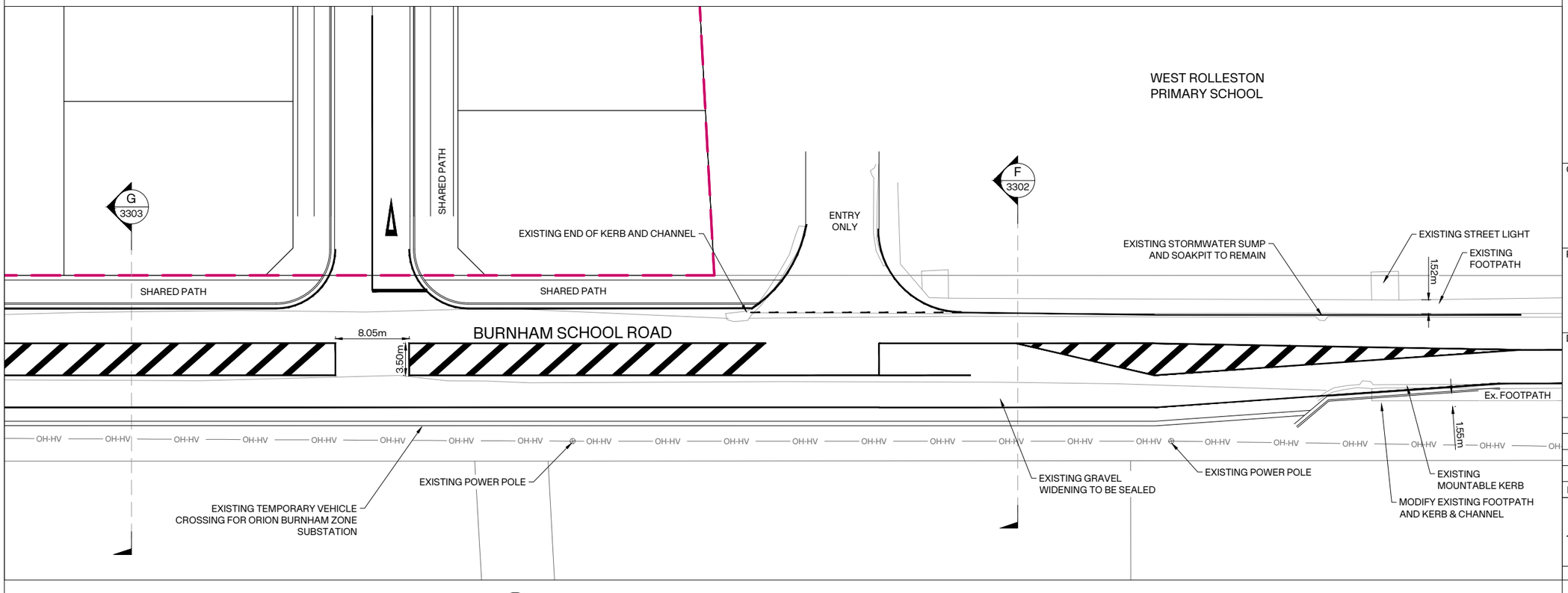
SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	08/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3702	

Synergy Version:
Plot Date: 12:27:36 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3700.DWG



A 3700 BURNHAM SCHOOL ROAD OVERVIEW
SCALE A1: 1:1250 A3: 1:2500



B 3703 BURNHAM SCHOOL ROAD TO BURNHAM SCHOOL INTERSECTION
SCALE A1: 1:250 A3: 1:500

INOVO

NOTES:
1. ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES, UNLESS OTHERWISE NOTED.
2. THIS PLAN HAS BEEN PREPARED FOR A SPECIFIC PROJECT AND MUST NOT BE MODIFIED OR USED FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF INOVO.

LEGEND:
- SITE BOUNDARY
- EXISTING BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- EX. KERB
- EX. FOOTPATH
- OH-HV Ex. OVERHEAD POWER LINE
- TOP OF SWALE
- BOTTOM OF SWALE

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

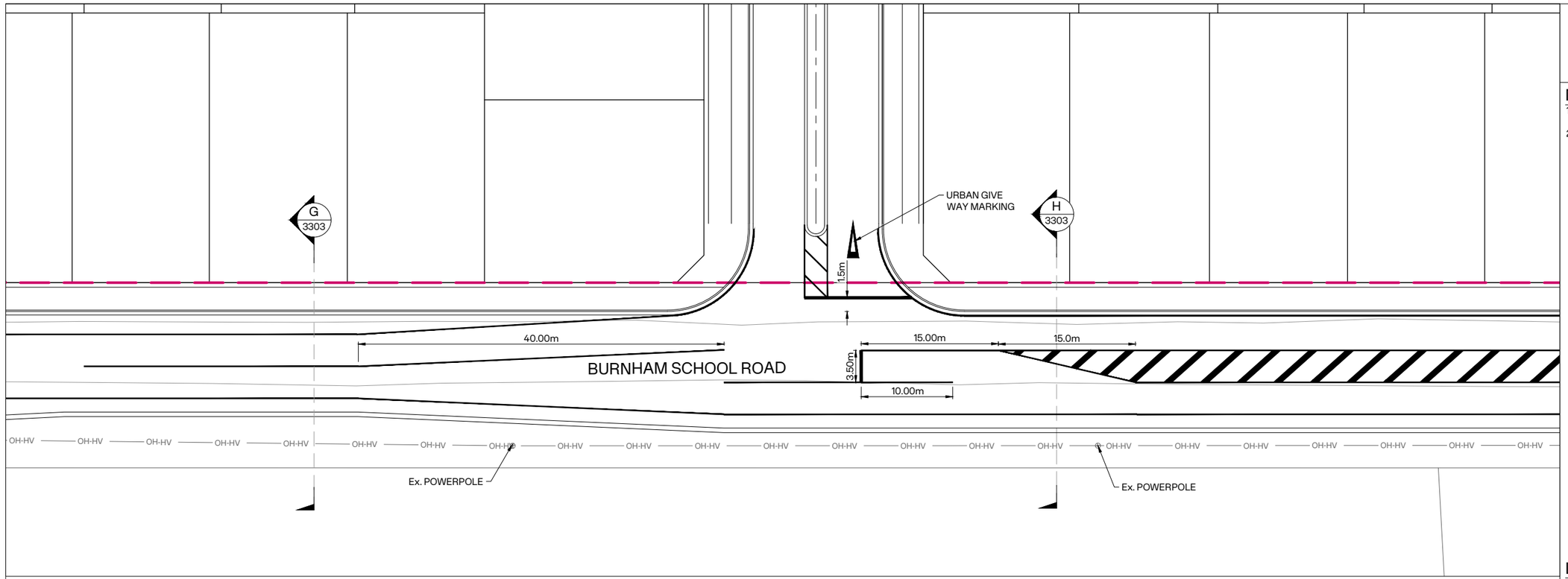
DRAWING TITLE:
ROADING
INTERSECTION PLAN
SHEET 3 OF 12

A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

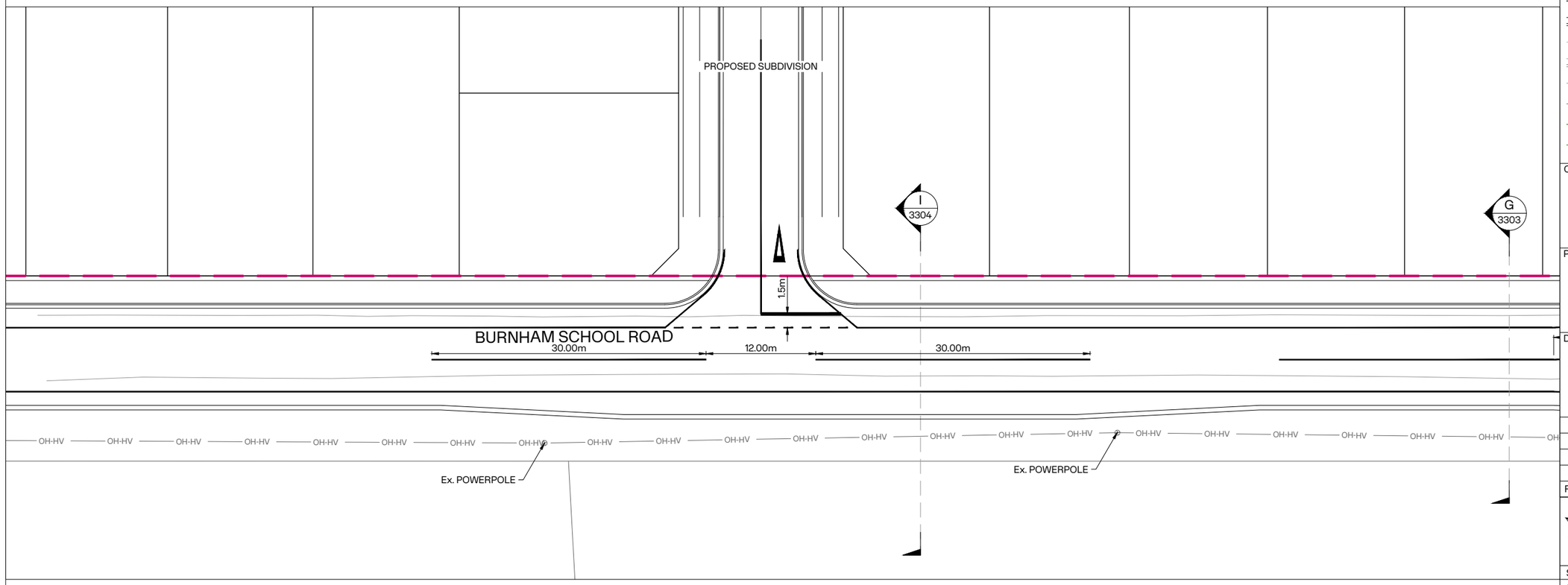
SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	08/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3703	

Synergy Version:
Plot Date: 12:27:39 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3700.DWG



C 3703 BURNHAM SCHOOL ROAD - 24m ROAD INTERSECTION
SCALE A1: 1:250 A3: 1:500



D 3703 BURNHAM SCHOOL ROAD - 18m ROAD INTERSECTION
SCALE A1: 1:250 A3: 1:500

INOVO

NOTES:
1. ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES, UNLESS OTHERWISE NOTED.
2. THIS PLAN HAS BEEN PREPARED FOR A SPECIFIC PROJECT AND MUST NOT BE MODIFIED OR USED FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF INOVO.

LEGEND:
- SITE BOUNDARY
- EXISTING BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- EX. KERB
- EX. FOOTPATH
- OH-HV — Ex. OVERHEAD POWER LINE
- TOP OF SWALE
- BOTTOM OF SWALE

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
INTERSECTION PLAN
SHEET 4 OF 12

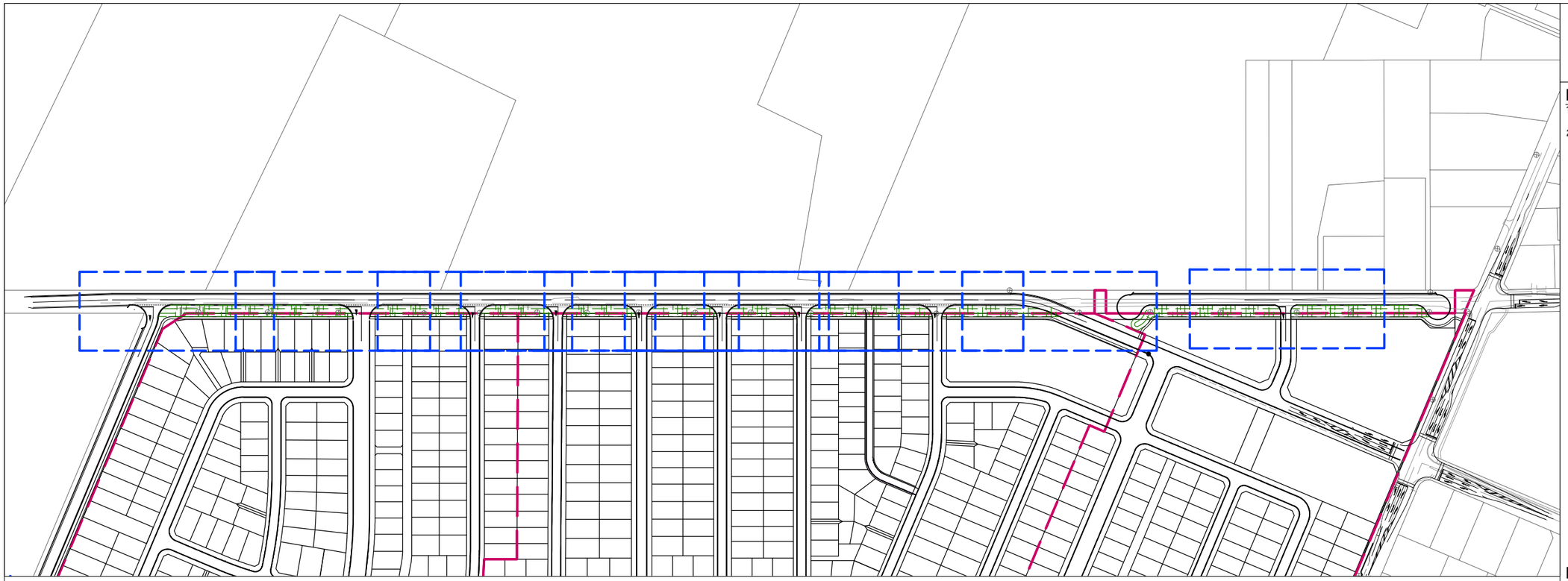
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	08/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026

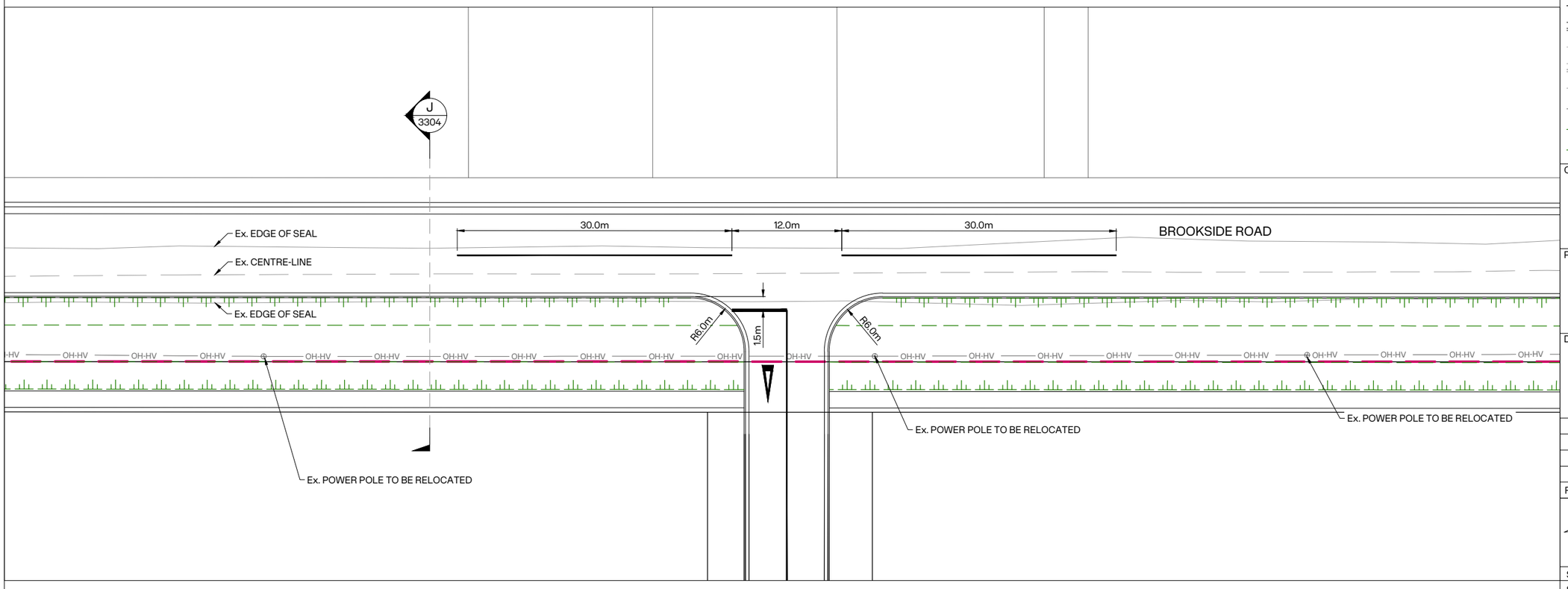
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3704	

Synergy Version:
Plot Date: 12:38:27 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3700.DWG



A 3705 BROOKSIDE ROAD OVERVIEW
SCALE A1: 1:2000 A3: 1:4000



B 3705 BROOKSIDE ROAD - 18m ROAD INTERSECTION
SCALE A1: 1:250 A3: 1:500

INOVO

NOTES:

1. ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES, UNLESS OTHERWISE NOTED.
2. THIS PLAN HAS BEEN PREPARED FOR A SPECIFIC PROJECT AND MUST NOT BE MODIFIED OR USED FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF INOVO.

LEGEND:

- SITE BOUNDARY
- EXISTING BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- EX. KERB
- EX. FOOTPATH
- OH-HV Ex. OVERHEAD POWER LINE
- TOP OF SWALE
- BOTTOM OF SWALE

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
INTERSECTION PLAN
SHEET 5 OF 12

A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

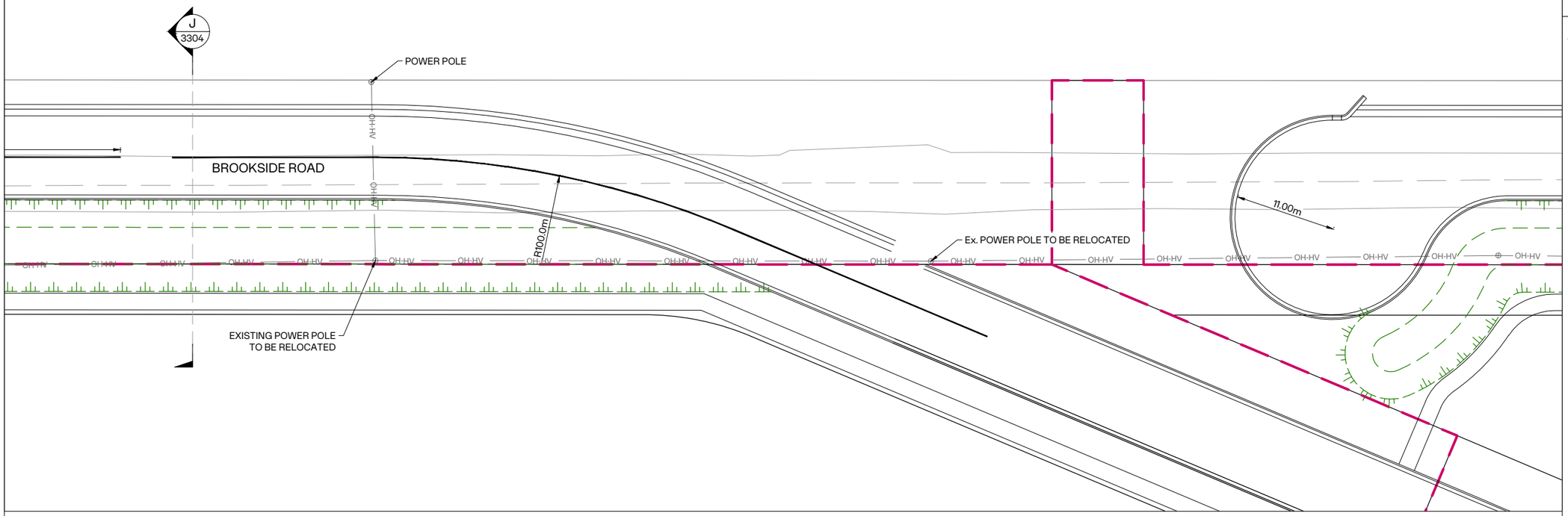
SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	08/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026

SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3705	

Synergy Version: -

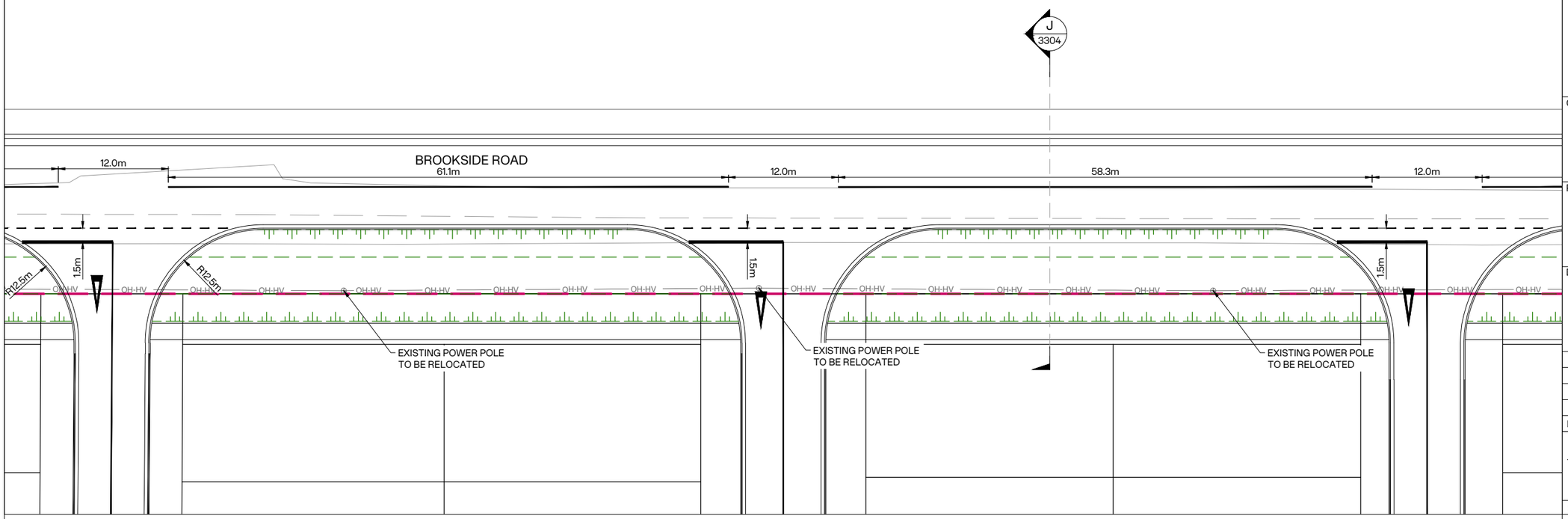
Plot Date: 12:27:45 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3700.DWG



C 3705 BROOKSIDE ROAD - ROADING REALIGNMENT - COLLECTOR

SCALE A1: 1:250 A3: 1:500



D 3705 BROOKSIDE ROAD - 18m ROAD TYPICAL INTERSECTION

SCALE A1: 1:250 A3: 1:500

NOTES:

1. ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES, UNLESS OTHERWISE NOTED.
2. THIS PLAN HAS BEEN PREPARED FOR A SPECIFIC PROJECT AND MUST NOT BE MODIFIED OR USED FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF INOVO.

LEGEND:

- SITE BOUNDARY
- EXISTING BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- EX. KERB
- EX. FOOTPATH
- OH-HV — Ex. OVERHEAD POWER LINE
- TOP OF SWALE
- BOTTOM OF SWALE

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
INTERSECTION PLAN
SHEET 6 OF 12

A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

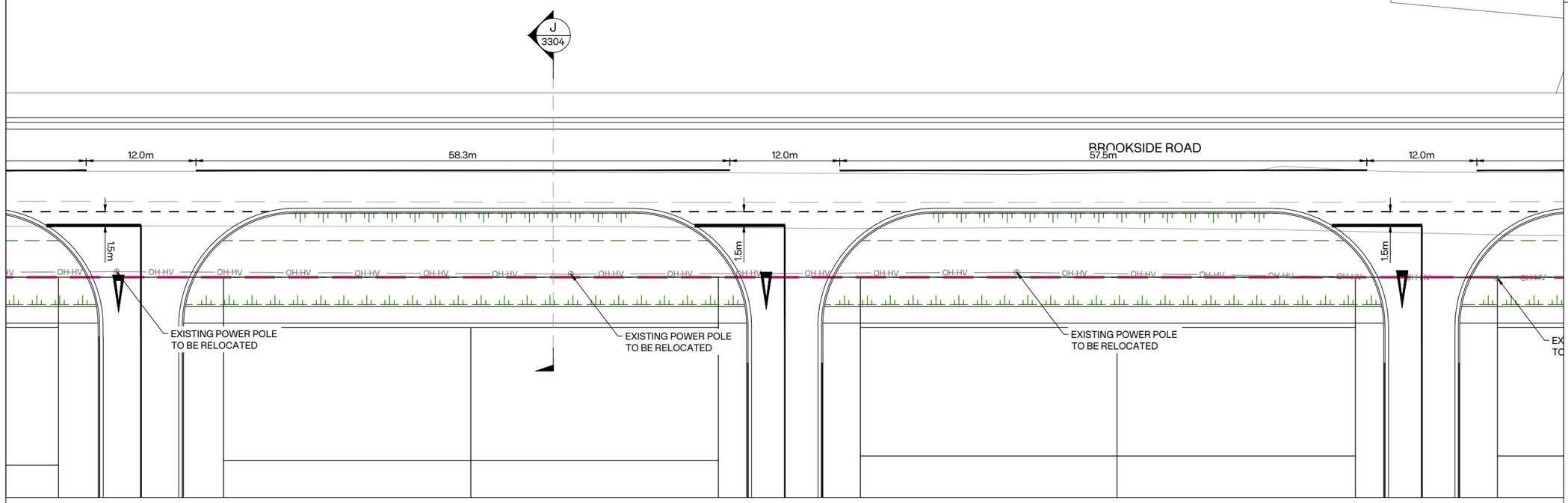
SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	08/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026

SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3706	

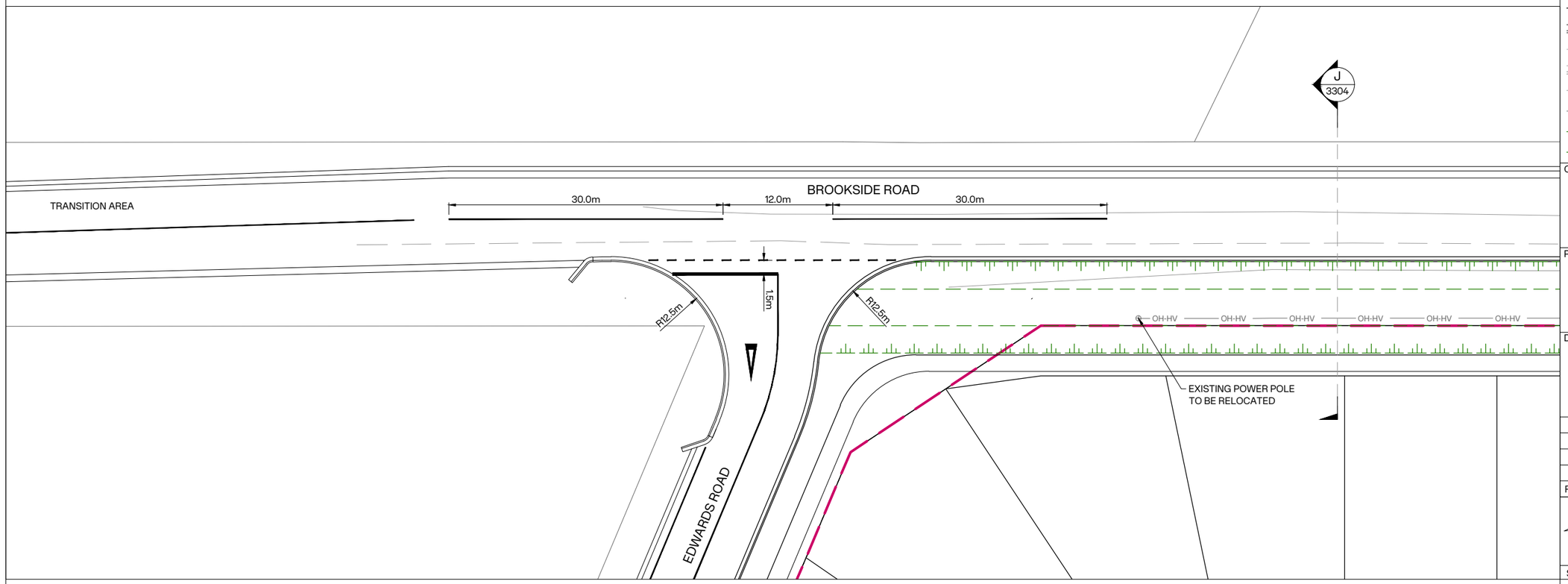
Synergy Version:

Plot Date: 12:27:48 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3700.DWG



E 3705 BROOKSIDE ROAD - 15.5m ROAD TYPICAL INTERSECTION
SCALE A1: 1:250 A3: 1:500



F 3705 BROOKSIDE ROAD - SOUTHERN END INTERSECTION
SCALE A1: 1:250 A3: 1:500

INOVO

NOTES:
1. ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES, UNLESS OTHERWISE NOTED.
2. THIS PLAN HAS BEEN PREPARED FOR A SPECIFIC PROJECT AND MUST NOT BE MODIFIED OR USED FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF INOVO.

LEGEND:
- SITE BOUNDARY
- EXISTING BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- EX. KERB
- EX. FOOTPATH
- OH-HV Ex. OVERHEAD POWER LINE
- TOP OF SWALE
- BOTTOM OF SWALE

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
INTERSECTION PLAN
SHEET 7 OF 12

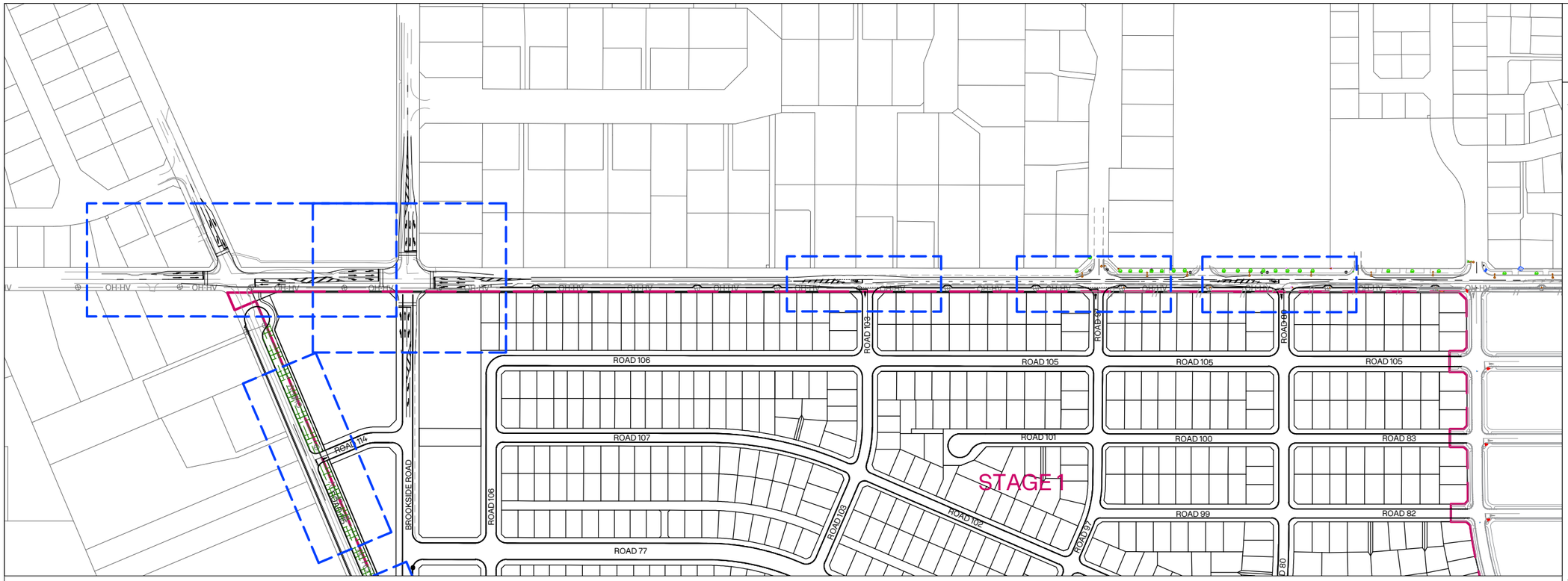
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	08/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026

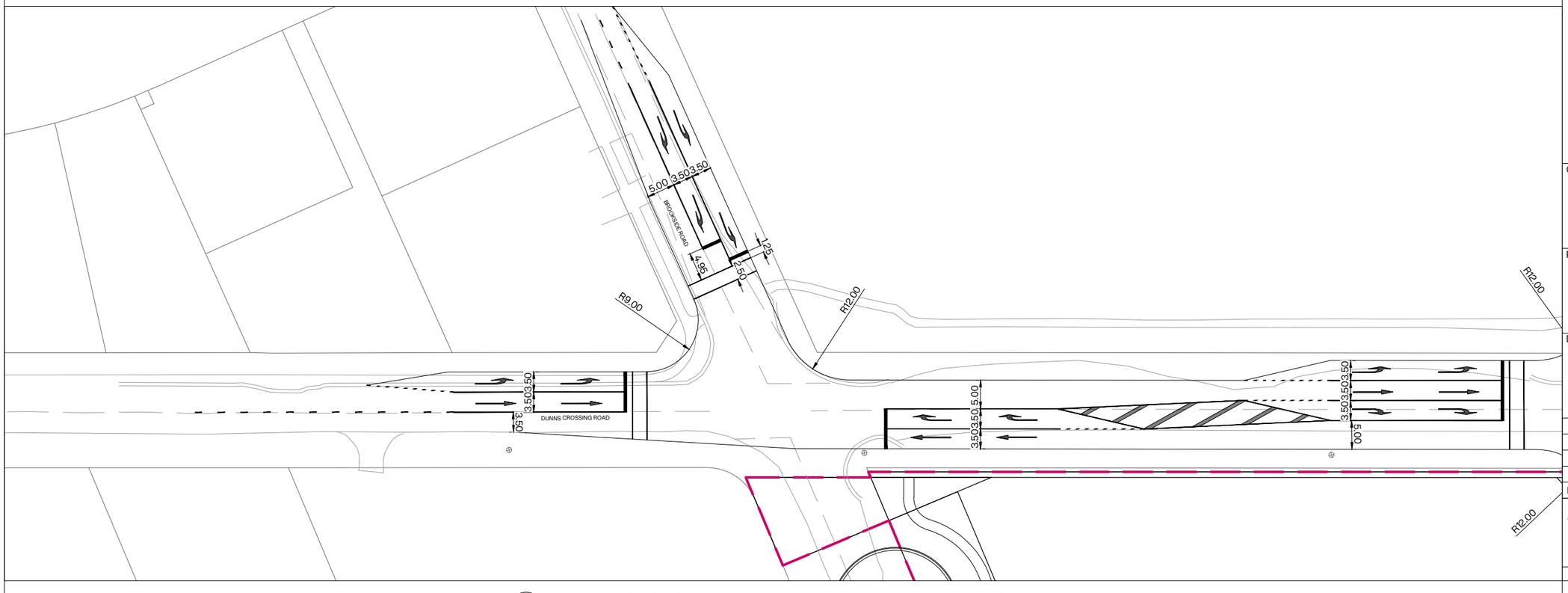
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3707	

Synergy Version:
Plot Date: 12:27:52 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3700.DWG



A 3708 DUNNS CROSSING ROAD - OVERVIEWS
SCALE A1: 1:2000 A3: 1:400



B 3708 DUNNS CROSSING ROAD - 18m ROAD TYPICAL INTERSECTION
SCALE A1: 1:400 A3: 1:800

INOVO

NOTES:
1. ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES, UNLESS OTHERWISE NOTED.
2. THIS PLAN HAS BEEN PREPARED FOR A SPECIFIC PROJECT AND MUST NOT BE MODIFIED OR USED FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF INOVO.

LEGEND:
- SITE BOUNDARY
- EXISTING BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- EX. KERB
- EX. FOOTPATH
- OH-HV Ex. OVERHEAD POWER LINE
- TOP OF SWALE
- BOTTOM OF SWALE

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

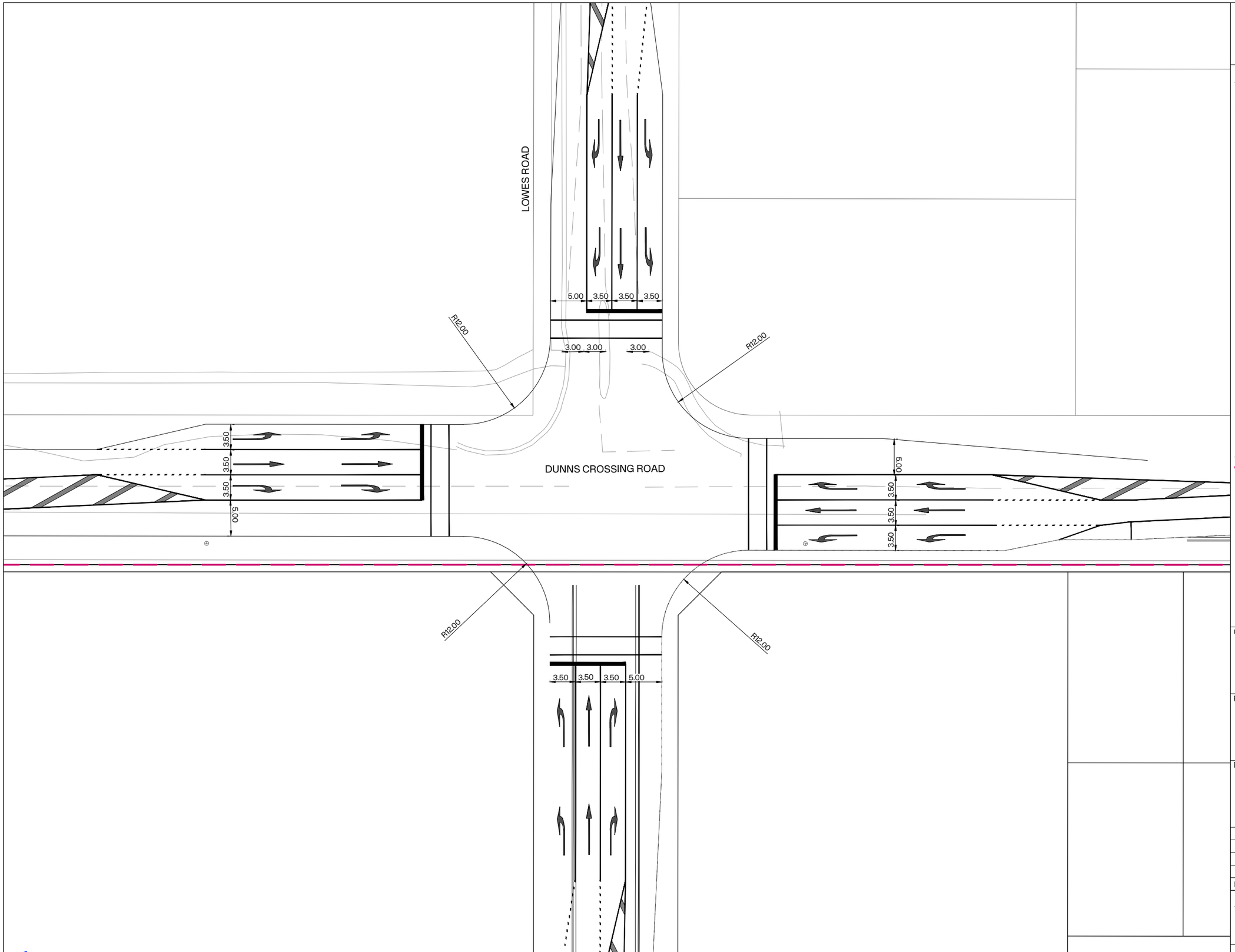
DRAWING TITLE:
ROADING
INTERSECTION PLAN
SHEET 8 OF 12

A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	08/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3708	

Synergy Version:
Plot Date: 12:27:55 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3700.DWG



C 3708 DUNNS CROSSING ROAD - LOWES ROAD INTERSECTION
SCALE A1: 1:250 A3: 1:500

INOVO

NOTES:
1. ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES, UNLESS OTHERWISE NOTED.
2. THIS PLAN HAS BEEN PREPARED FOR A SPECIFIC PROJECT AND MUST NOT BE MODIFIED OR USED FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF INOVO.

LEGEND:
- SITE BOUNDARY
- EXISTING BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- EX. KERB
- EX. FOOTPATH
- OH-HV — Ex. OVERHEAD POWER LINE
- TOP OF SWALE
- BOTTOM OF SWALE

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
INTERSECTION PLAN
SHEET 9 OF 12

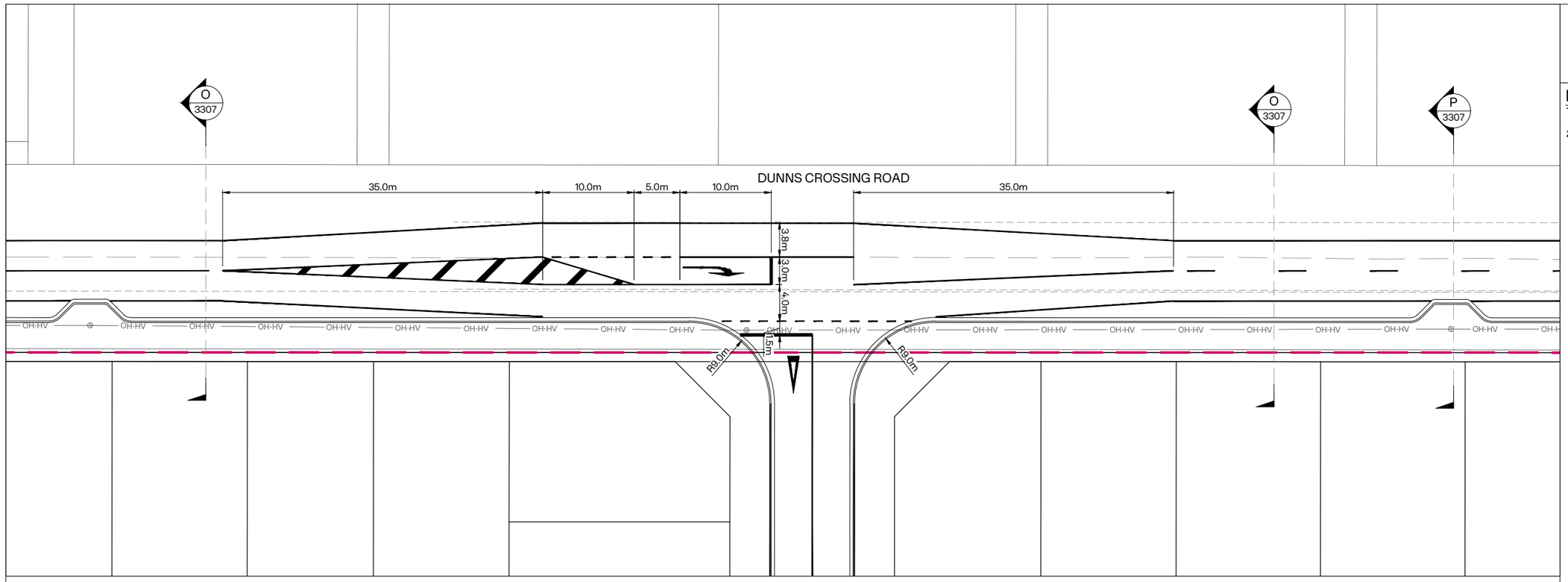
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	08/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026

SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3709	

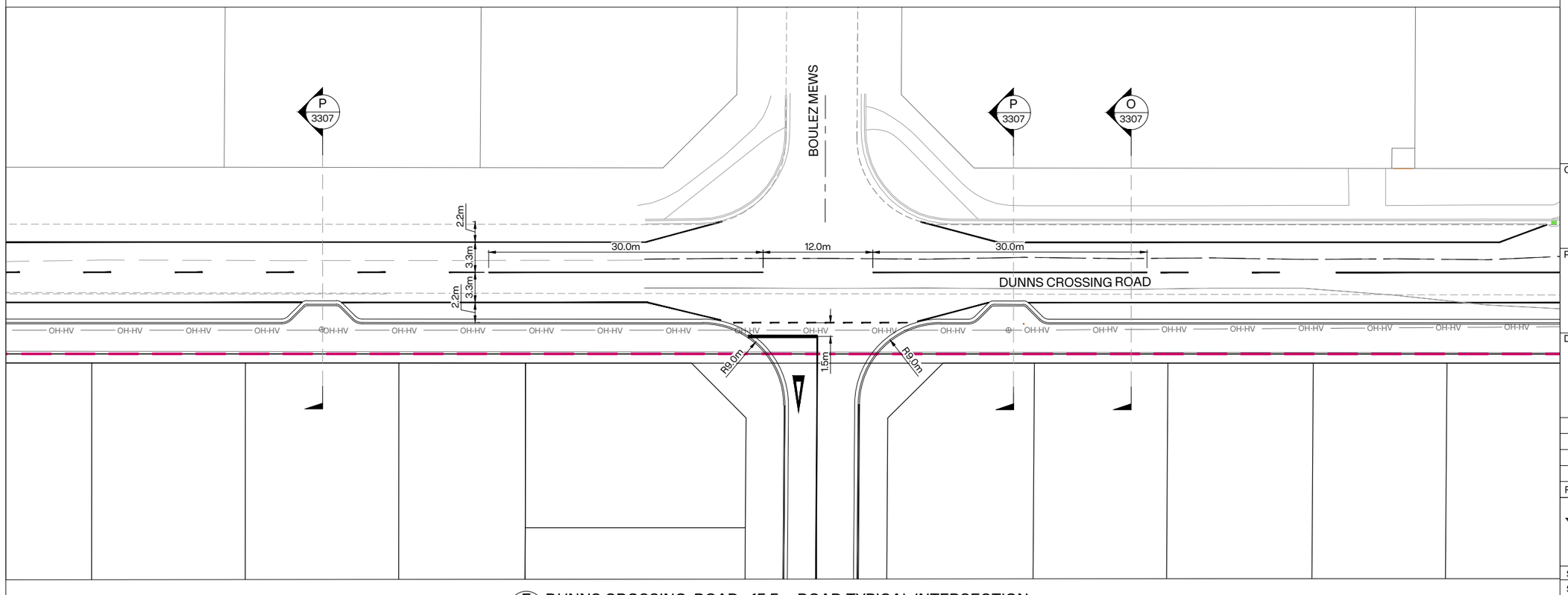
Synergy Version:
Plot Date: 12:27:57 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3700.DWG



D 3708 DUNNS CROSSING ROAD - 18m ROAD TYPICAL INTERSECTION

SCALE A1: 1:250 A3: 1:500



E 3708 DUNNS CROSSING ROAD - 15.5m ROAD TYPICAL INTERSECTION

SCALE A1: 1:250 A3: 1:500

INOVO

NOTES:

1. ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES, UNLESS OTHERWISE NOTED.
2. THIS PLAN HAS BEEN PREPARED FOR A SPECIFIC PROJECT AND MUST NOT BE MODIFIED OR USED FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF INOVO.

LEGEND:

- SITE BOUNDARY
- EXISTING BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- EX. KERB
- EX. FOOTPATH
- OH-HV Ex. OVERHEAD POWER LINE
- TOP OF SWALE
- BOTTOM OF SWALE

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
INTERSECTION PLAN
SHEET 10 OF 12

REVISION DETAILS		BY	DATE
A	ISSUED FOR FT APPLICATION	MP	02/11/2026

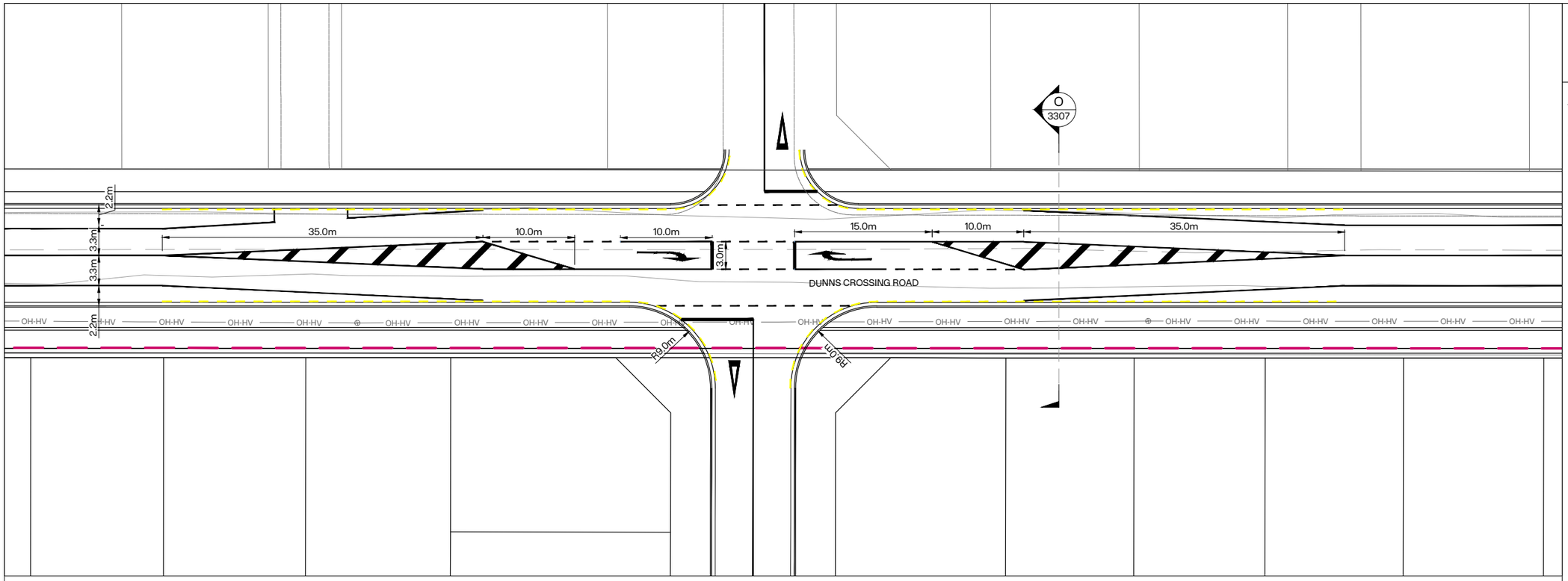
SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	08/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026

SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3710	

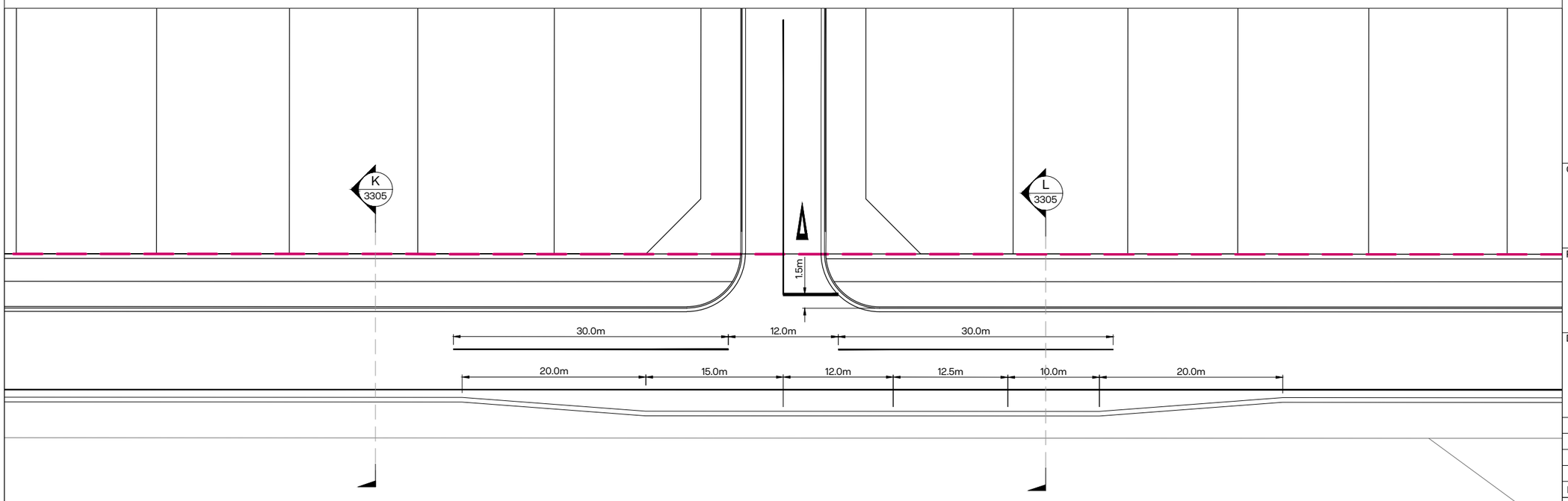
Synergy Version:

Plot Date: 12:28:00 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3700.DWG



E 3708 DUNNS CROSSING ROAD - 18m ROAD INTERSECTION
SCALE A1: 1:250 A3: 1:500



F 3708 EDWARDS ROAD - 18m ROAD INTERSECTION
SCALE A1: 1:250 A3: 1:500

INOVO

NOTES:
1. ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES, UNLESS OTHERWISE NOTED.
2. THIS PLAN HAS BEEN PREPARED FOR A SPECIFIC PROJECT AND MUST NOT BE MODIFIED OR USED FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF INOVO.

LEGEND:
- SITE BOUNDARY
- EXISTING BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- EX. KERB
- EX. FOOTPATH
- OH-HV Ex. OVERHEAD POWER LINE
- TOP OF SWALE
- BOTTOM OF SWALE

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
INTERSECTION PLAN
SHEET 11 OF 12

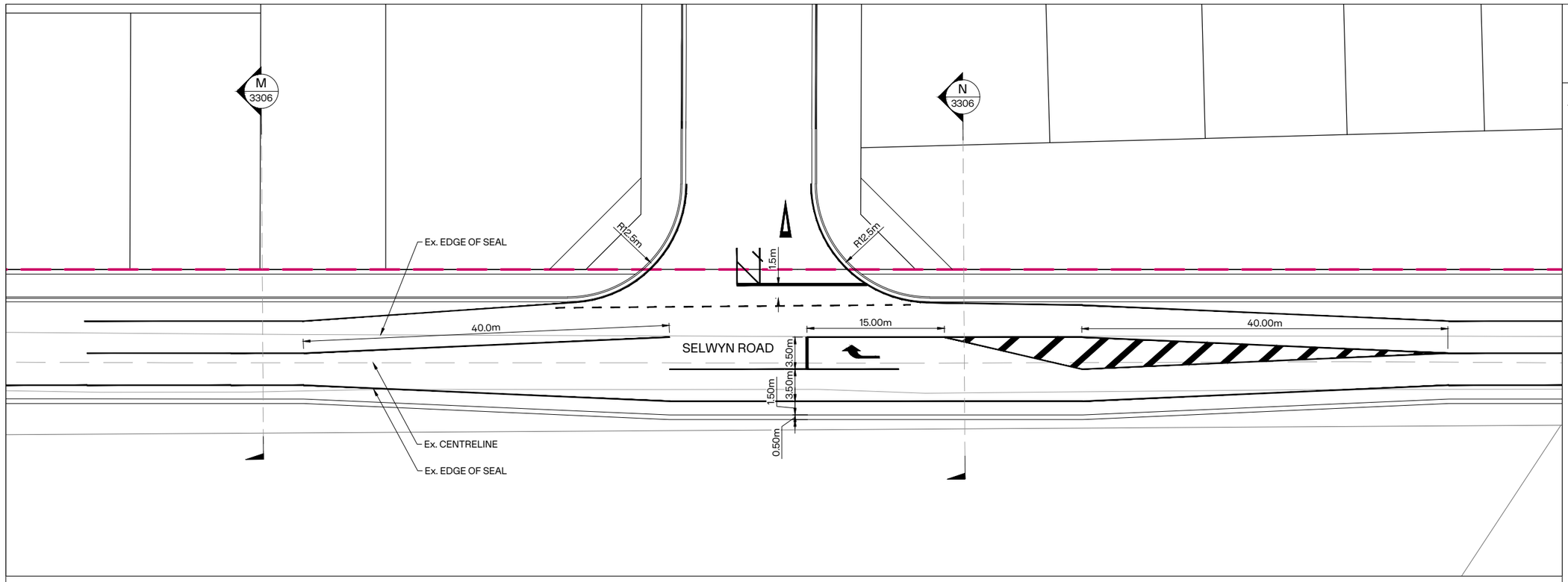
A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	08/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026

SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3711	

Synergy Version:
Plot Date: 12:28:03 pm,2 November 2026, KIM CHEN

File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3700.DWG



G 3708 SELWYN ROAD - 24m ROAD INTERSECTION

SCALE A1: 1:250 A3: 1:500

NOTES:

1. ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES, UNLESS OTHERWISE NOTED.
2. THIS PLAN HAS BEEN PREPARED FOR A SPECIFIC PROJECT AND MUST NOT BE MODIFIED OR USED FOR ANY OTHER PURPOSE WITHOUT THE PRIOR WRITTEN CONSENT OF INOVO.

LEGEND:

- SITE BOUNDARY
- EXISTING BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED KERB
- PROPOSED FOOTPATH
- EX. KERB
- EX. FOOTPATH
- OH-HV — Ex. OVERHEAD POWER LINE
- TOP OF SWALE
- BOTTOM OF SWALE

CLIENT: CARTER GROUP

PROJECT:
WESTHAVEN
FAST TRACK

DRAWING TITLE:
ROADING
INTERSECTION PLAN
SHEET 12 OF 12

A	ISSUED FOR FT APPLICATION	MP	02/11/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	ARA	02/10/2026
DRAWN	ARA	08/10/2026
REVIEWED	CS	02/10/2026
APPROVED	MP	02/11/2026
SCALE	AS SHOWN	REVISION
STATUS	FOR CONSENT NOT FOR CONSTRUCTION	A
DWG NO	16521-00-EN-3712	

Synergy Version:

Plot Date: 12:28:06 pm,2 November 2026, KIM CHEN

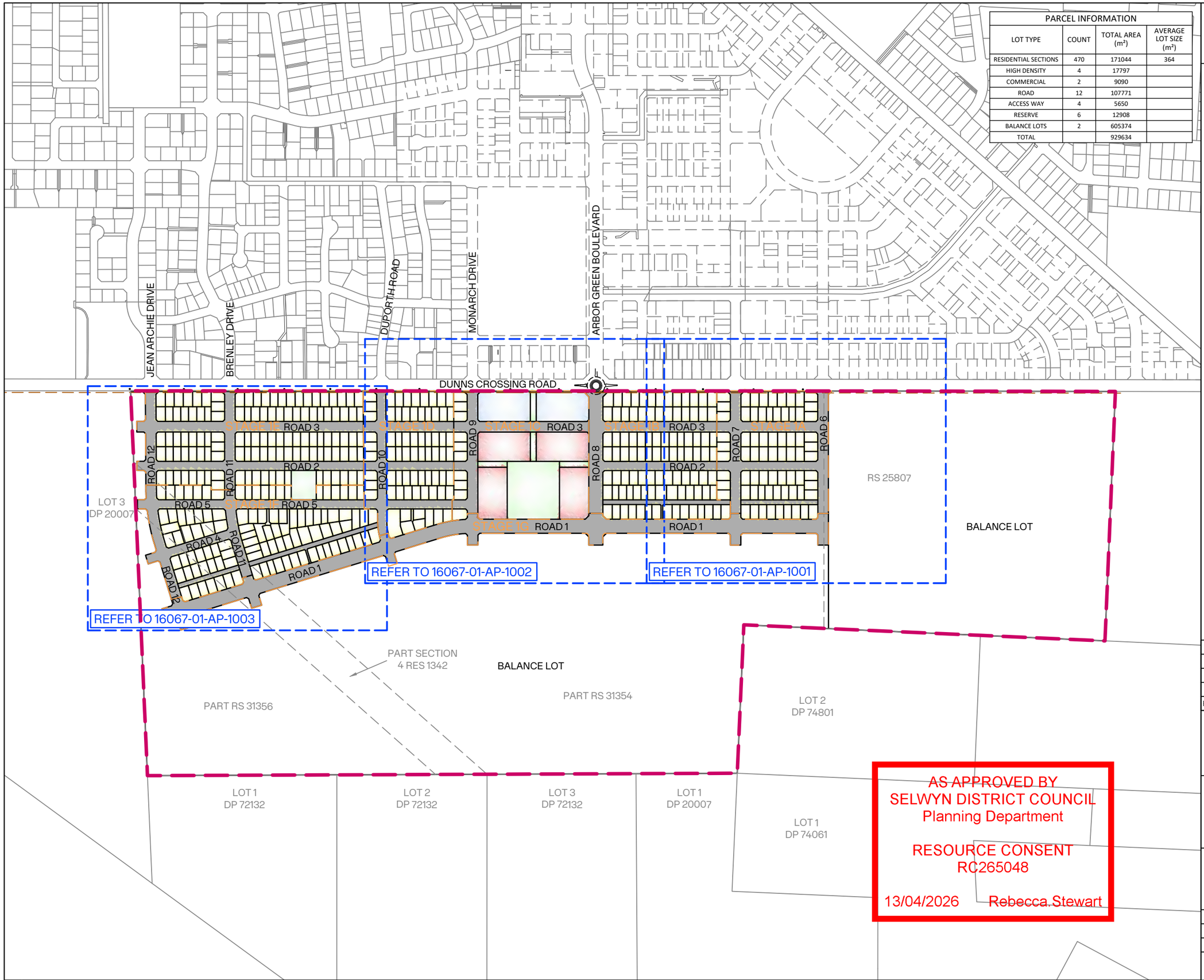
File: C:\12DS\DATA\INOVO-12D\16521-ROLLESTON WEST FAST TRACK_236\03 CAD\001 CURRENT\16521-00-EN-3700.DWG

-

Appendix 3

Westhaven Stage 1 Layout

PARCEL INFORMATION			
LOT TYPE	COUNT	TOTAL AREA (m^2)	AVERAGE LOT SIZE (m^2)
RESIDENTIAL SECTIONS	470	171044	364
HIGH DENSITY	4	17797	
COMMERCIAL	2	9090	
ROAD	12	107771	
ACCESS WAY	4	5650	
RESERVE	6	12908	
BALANCE LOTS	2	605374	
TOTAL		929634	



AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC265048

13/04/2026 Rebecca Stewart

0 60 150 300 SCALE (m) 1:3,000 @A1
1:6,000 @A3

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\5024\C52A57BB-D7C5-4C13-B733-5C05368E23DB\16067-01-AP-1000.DWG

INOJO

NOTES

Legal Description:	Part RS 31354, Part Section 4 RES 1342, Part RS 31356
Comprised In:	CB28F/1018
Application Address:	Dunns Crossing Road, Rolleston
Registered Owners:	Rolleston West Residential Limited
Local Authority:	Selwyn District Council
Zone:	General Residential

- All dimensions in m unless otherwise specified.
- Areas and dimensions are subject to final survey and deposit of plans.
- Location of existing services are approximate only and the contractor shall be responsible for the location and protection of all services prior to undertaking any excavation.
- Service easements to be created as required.
- Any measurements taken from information which is not dimensioned on the electronic copy are at the risk of the recipient.
- This plan has been prepared for the use of our client only and no liability is accepted in relation to any other parties.
- Any engineering & landscaping shown is indicative only and subject to their final approvals.
- Lot 1, Lot 3, Lots 5-8, Lot 11-16 to be vested as roads in Selwyn District Council.
- Lot 50-55 to be vested as Reserve in the Selwyn District Council.
- See Sheet 16067-01-AP-1001 for Easement tables.

LEGEND:

- EXTENT OF WORKS
- STAGE BOUNDARY
- ABUTTAL BOUNDARY
- PROPOSED BOUNDARY
- ORION 33kV SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA

REVISION DETAILS		BY	DATE
I	VISIBILITY SPLAY AMENDMENTS	CS	08.04.26
H	VISIBILITY SPLAY AMENDMENTS	CS	07.04.26
G	ROW'S BOUNDARY AMENDMENTS	CS	13.03.26
F	REVISED LOT NUMBERING	CS	06.03.26

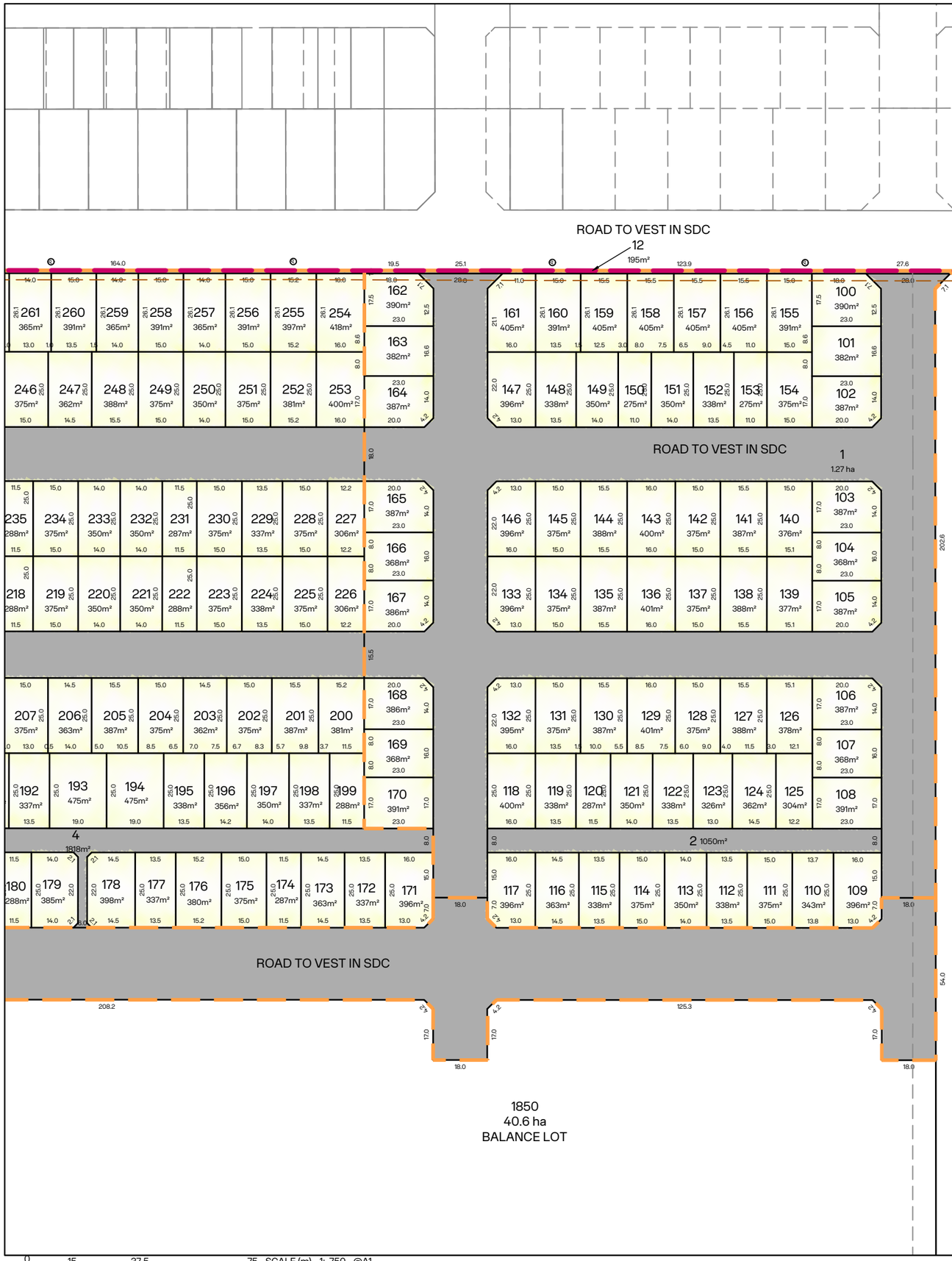
PROJECT:
ROLLESTON WEST
RESIDENTIAL SUBDIVISION

DESCRIPTION:
SUBDIVISION APPLICATION PLAN
OVERVIEW
SHEET 1 OF 4

SURVEYED	-		-
DESIGNED	MP		12/12/2025
DRAWN	KC/ZC		20/01/2026
CHECKED	CS		06.03.26
APPROVED	CS		06.03.26
SCALE	1:3,000 @A1	1:6,000 @A3	REVISION
STATUS	FOR CONSENT		I
PROJECT	16067		
DWG NO	16067-01-AP-1000		

Synergy Version:

Plot Date: 14:33:52, 8 April 2026, ADMINMANUX



Memorandum of Easements			
Purpose	Shown	Servient Tenement (Burdened Land)	Dominant Tenement (Benefited Land)
Right of way, Right to convey Water, Right to convey Electricity and Telecommunications, Right to drain Water and Sewage	A	Lot 533	Lots 544-545
	B	Lot 281	Lot 280
	Lot 2	Lot 2	Lots 108-125
	Lot 4	Lot 4	Lots 170-199
	Lot 9	Lot 9	Lots 493-506
	Lot 10	Lot 10	Lots 520-522, Lots 541-569
Right to drain Sewage	C	Lot 481	Lot 478

Memorandum of Easements in Gross			
Purpose	Shown	Servient Tenement (Burdened Land)	Grantee
Right to convey Telecommunications	A	Lot 533	Nominated Telco
	B	Lot 281	
	Lot 2	Lot 2	
	Lot 4	Lot 4	
	Lot 9	Lot 9	
	Lot 10	Lot 10	
Right to convey Water, Right to Drain Sewage	Lot 2	Lot 2	Selwyn Water Limited
	Lot 4	Lot 4	
	Lot 9	Lot 9	
	Lot 10	Lot 10	

Amalgamation Conditions	
Section	Certificate
220 (1)(b)(iv)	That Lot 2 hereon (legal access) be held as to eighteen undivided one-eighteenth shares by the owners of Lots 108-125 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 4 hereon (legal access) be held as to thirty undivided one-thirtieth shares by the owners of Lots 170-199 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 10 hereon (legal access) be held as to thirty undivided one-thirtieth shares by the owners of Lots 520-522, Lots 541-543 and Lots 546-569 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.
	That Lot 9 hereon (legal access) be held as to fourteen undivided one-fourteenth shares by the owners of Lots 493-506 hereon as tenants in common in the said shares and that individual Records of Title be issued in accordance therewith.

AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC265048

13/04/2026 Rebecca.Stewart

NOTES

Legal Description:	Part RS 31354, Part Section 4 RES 1342, Part RS 31356
Comprised In:	CB28F/1018
Application Address:	Dunns Crossing Road, Rolleston
Registered Owners:	Rolleston West Residential Limited
Local Authority:	Selwyn District Council
Zone:	General Residential

- All dimensions in m unless otherwise specified.
- Areas and dimensions are subject to final survey and deposit of plans.
- Location of existing services are approximate only and the contractor shall be responsible for the location and protection of all services prior to undertaking any excavation.
- Service easements to be created as required.
- Any measurements taken from information which is not dimensioned on the electronic copy are at the risk of the recipient.
- This plan has been prepared for the use of our client only and no liability is accepted in relation to any other parties.
- Any engineering & landscaping shown is indicative only and subject to their final approvals.
- Lot 1, Lot 3, Lots 5-8, Lot 11-16 to be vested as roads in Selwyn District Council.
- Lot 50-55 to be vested as Reserve in the Selwyn District Council.
- See Sheet 16067-01-AP-1001 for Easement tables.

LEGEND:

- EXTENT OF WORKS
- STAGE BOUNDARY
- ABUTTAL BOUNDARY
- PROPOSED BOUNDARY
- ORION 33kV SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA

K	VISIBILITY SPLAY AMENDMENTS	CS	08.04.26
J	VISIBILITY SPLAY AMENDMENTS	CS	07.04.26
I	REVISED LOTS DIMENSIONS	CS	18.03.26
H	REVISED EASEMENTS IN GROSS	CS	13.03.26
REVISION DETAILS		BY	DATE

PROJECT:
ROLLESTON WEST
RESIDENTIAL SUBDIVISION

DESCRIPTION:
SUBDIVISION APPLICATION PLAN
SHEET 2 OF 4

	SURVEYED	-	-
	DESIGNED	MP	12/12/2025
	DRAWN	KC/ZC	20/01/2026
	CHECKED	CS	06.03.26
	APPROVED	CS	06.03.26
SCALE	1:750 @A1	1:1,500 @A3	REVISION
STATUS	FOR CONSENT		K
PROJECT	16067		
DWG NO	16067-01-AP-1001		

Synergy Version:

Plot Date: 14:34:03,8 April 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\5024\C52A57BB-D7C5-4C13-B733-5C05368E23DB\16067-01-AP-1000.DWG

DUPORTH ROAD

MONARCH DRIVE

ARBOR GREEN BOULEVARD

ROAD TO VEST IN SDC

DUNNS CROSSING ROAD

ROAD TO VEST IN SDC

ROAD TO VEST IN SDC

15 154m²

14 210m²

13 239m²

337 388m² 23.0
338 382m²
339 387m² 20.0
336 405m² 16.0
335 365m²
334 352m²
333 391m²
332 391m²
331 361m²
330 391m²
329 352m²
320 396m² 13.0
321 279m² 11.1
322 350m² 14.0
323 338m² 13.5
324 300m² 12.0
325 275m² 11.0
326 338m² 13.5
327 338m² 13.5
328 275m² 11.0
267 388m² 23.0
268 382m²
269 387m² 20.0

71 4562m²

RESERVE TO VEST IN SDC

54 511m²

70 4528m²

266 420m² 16.0
265 391m²
264 391m²
263 365m²
262 365m²
261 365m²
260 391m²
241 395m² 13.0
242 375m² 15.0
243 350m² 14.0
244 375m² 15.0
245 350m² 14.0
246 375m² 15.0
247 362m² 14.5

STAGE 1D

STAGE 1C

ROAD 3
ROAD TO VEST IN SDC

5 8390m²

3 1.16 ha

ROAD TO VEST IN SDC

STAGE 1B

340 387m² 23.0
341 368m² 23.0
342 387m² 20.0
319 396m² 16.0
318 275m²
317 350m²
316 338m²
315 300m²
314 275m²
313 328m²
312 288m²
311 330m²
302 396m² 13.0
303 275m² 11.0
304 350m² 14.0
305 338m² 13.5
306 300m² 12.0
307 275m² 11.0
308 324m² 12.9
309 288m² 11.5
310 330m² 13.2
270 387m² 23.0
271 368m² 23.0
272 387m² 20.0

ROAD 10

ROAD 9

802 4477m²

52 500m²

LOCAL PURPOSE (ACCESS) RESERVE

801 4478m²

240 396m² 16.0
239 337m² 13.5
238 375m² 15.0
237 350m² 14.0
236 350m² 14.0
235 288m² 11.5
234 375m² 15.0
213 396m² 16.0
214 337m² 13.5
215 375m² 15.0
216 350m² 14.0
217 350m² 14.0
218 288m² 11.5
219 375m² 15.0

6 1.06 ha

ROAD TO VEST IN SDC

53 495m²

LOCAL PURPOSE (ACCESS) RESERVE

LOCAL PURPOSE (ACCESS) RESERVE

51 500m²

ROAD 8

343 387m² 23.0
344 368m² 23.0
345 387m² 20.0
301 412m² 16.0
300 286m² 11.0
299 351m²
298 351m²
297 312m²
296 286m²
295 342m²
294 299m²
293 343m²
285 380m² 13.0
286 324m² 13.5
287 336m² 14.0
288 348m² 14.5
289 336m² 14.0
290 347m² 14.4
291 336m² 14.0
292 341m² 11.2
273 387m² 23.0
274 368m² 23.0
275 387m² 20.0

803 4421m²

50 0.88 ha

RESERVE TO VEST IN SDC

800 4407m²

212 396m² 16.0
211 375m² 11.0
210 350m² 9.5
209 375m² 6.5
208 350m² 5.0
207 375m² 2.0
206 363m² 14.0
186 400m² 16.0
187 275m² 11.0
188 337m² 13.5
189 275m² 11.0
190 337m² 13.5
191 275m² 11.0
192 337m² 13.5
193 475m² 19.0

4 1818m²

185 382m² 10.0
184 337m² 13.5
183 350m² 14.0
182 338m² 13.5
181 375m² 15.0
180 288m² 11.5
179 385m² 14.0

520 400m²
554 412m²
282 1106m²
281 522m² 22.1
283 389m² 19.8
284 355m² 16.3
280 346m² 17.2
279 439m² 15.2
278 411m² 12.5
277 339m² 15.8
276 479m² 23.2

STAGE 1G

ROAD 1

ROAD TO VEST IN SDC

11 3.18 ha

1850
40.6 ha
BALANCE LOT
PART RS 31354

AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC265048

13/04/2026 Rebecca.Stewart

0 15 37.5 75 SCALE (m) 1: 750 @A1
1:1,500 @A3

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\5024\C52A57BB-D7C5-4C13-B733-5C05368E23DB\16067-01-AP-1000.DWG

INOJO

NOTES

Legal Description:	Part RS 31354, Part Section 4 RES 1342, Part RS 31356
Comprised In:	CB28F/1018
Application Address:	Dunns Crossing Road, Rolleston
Registered Owners:	Rolleston West Residential Limited
Local Authority:	Selwyn District Council
Zone:	General Residential

- All dimensions in m unless otherwise specified.
- Areas and dimensions are subject to final survey and deposit of plans.
- Location of existing services are approximate only and the contractor shall be responsible for the location and protection of all services prior to undertaking any excavation.
- Service easements to be created as required.
- Any measurements taken from information which is not dimensioned on the electronic copy are at the risk of the recipient.
- This plan has been prepared for the use of our client only and no liability is accepted in relation to any other parties.
- Any engineering & landscaping shown is indicative only and subject to their final approvals.
- Lot 1, Lot 3, Lots 5-8, Lot 11-16 to be vested as roads in Selwyn District Council.
- Lot 50-55 to be vested as Reserve in the Selwyn District Council.
- See Sheet 16067-01-AP-1001 for Easement tables.

LEGEND:

- EXTENT OF WORKS
- STAGE BOUNDARY
- ABUTTAL BOUNDARY
- PROPOSED BOUNDARY
- ORION 33kV SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA

J	VISIBILITY SPLAY AMENDMENTS	CS	08.04.26
I	VISIBILITY SPLAY AMENDMENTS	CS	07.04.26
H	REVISED LOTS DIMENSIONS	CS	18.03.26
G	ROW'S BOUNDARY AMENDMENTS	CS	13.03.26
REVISION DETAILS		BY	DATE

PROJECT:
ROLLESTON WEST
RESIDENTIAL SUBDIVISION

DESCRIPTION:
SUBDIVISION APPLICATION PLAN
SHEET 3 OF 4

	SURVEYED	-	-
	DESIGNED	MP	12/12/2025
	DRAWN	KC/ZC	20/01/2026
	CHECKED	CS	06.03.26
	APPROVED	CS	06.03.26
SCALE	1:750 @A1	1:1,500 @A3	REVISION
STATUS	FOR CONSENT		J
PROJECT	16067		
DWG NO	16067-01-AP-1002		

Synergy Version:

Plot Date: 14:34:14, 8 April 2026, ADMINMANUX

DUNNS CROSSING ROAD

1850
40.6 ha
BALANCE
LOT
PART
RS 31356

LOT 3
DP 20007

STAGE 1E

ROAD TO VEST IN SDC

ROAD 3

ROAD 12

ROAD 11

ROAD 10

ROAD 2

7
1.78 ha

6
1.06 ha

55
2130m²
RESERVE TO
VEST IN SDC

ROAD 5

STAGE 1F

ROAD TO VEST IN SDC

ROAD 5

8
1.38 ha

ROAD 4

ROAD 11

9
807m²

10
1916m²

ROAD TO VEST IN SDC

ROAD 1

ROAD 12

1850
40.6 ha
BALANCE LOT
PART RS 31356

1850
40.6 ha
BALANCE LOT
PART RS 31354

PART SECTION
4 RES 1342

AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC265048

13/04/2026 Rebecca.Stewart

0 15 37.5 75 SCALE (m) 1: 750 @A1
1:1,500 @A3

NOTES

Legal Description:	Part RS 31354, Part Section 4 RES 1342, Part RS 31356
Comprised In:	CB28F/1018
Application Address:	Dunns Crossing Road, Rolleston
Registered Owners:	Rolleston West Residential Limited
Local Authority:	Selwyn District Council
Zone:	General Residential

- All dimensions in m unless otherwise specified.
- Areas and dimensions are subject to final survey and deposit of plans.
- Location of existing services are approximate only and the contractor shall be responsible for the location and protection of all services prior to undertaking any excavation.
- Service easements to be created as required.
- Any measurements taken from information which is not dimensioned on the electronic copy are at the risk of the recipient.
- This plan has been prepared for the use of our client only and no liability is accepted in relation to any other parties.
- Any engineering & landscaping shown is indicative only and subject to their final approvals.
- Lot 1, Lot 3, Lots 5-8, Lot 11-16 to be vested as roads in Selwyn District Council.
- Lot 50-55 to be vested as Reserve in the Selwyn District Council.
- See Sheet 16067-01-AP-1001 for Easement tables.

LEGEND:

- EXTENT OF WORKS
- STAGE BOUNDARY
- ABUTTAL BOUNDARY
- PROPOSED BOUNDARY
- ORION 33kV SETBACK
- RESERVE
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL AREA

J	VISIBILITY SPLAY AMENDMENTS	CS	08.04.26
I	VISIBILITY SPLAY AMENDMENTS	CS	07.04.26
H	REVISED LOTS DIMENSIONS	CS	18.03.26
G	ROW'S BOUNDARY AMENDMENTS	CS	13.03.26
REVISION DETAILS		BY	DATE

PROJECT:
ROLLESTON WEST
RESIDENTIAL SUBDIVISION

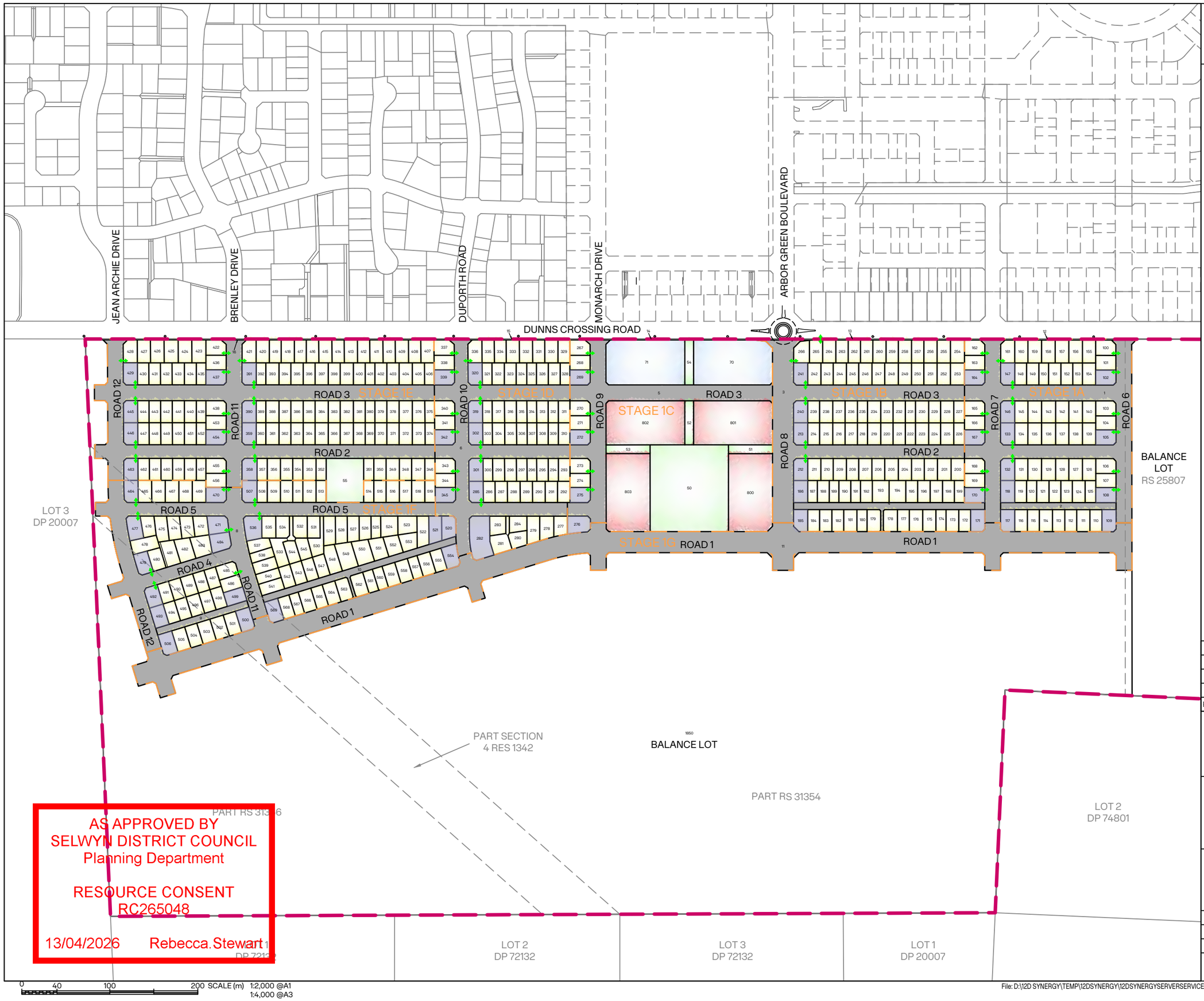
DESCRIPTION:
SUBDIVISION APPLICATION PLAN
SHEET 4 OF 4

SURVEYED	-		-
DESIGNED	MP		12/12/2025
DRAWN	KC/ZC		20/01/2026
CHECKED	CS		06.03.26
APPROVED	CS		06.03.26
SCALE	1:750 @A1	1:1,500 @A3	REVISION
STATUS	FOR CONSENT		J
PROJECT	16067		
DWG NO	16067-01-AP-1003		

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\5024\C52A57BB-D7C5-4C13-B733-5C05368E23DB\16067-01-AP-1000.DWG

Synergy Version:

Plot Date: 14:34:24,8 April 2026, ADMINMANUX



AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC265048

13/04/2026 Rebecca.Stewart

0 40 100 200 SCALE (m) 1:2,000 @A1
1:4,000 @A3

NOTES:

1. VEHICLE CROSSINGS TO BE SITED GENERALLY IN ACCORDANCE WITH LOCATION SHOWN AS ↔ ON PLAN.
2. LOTS SHOWN COLOURED WILL NOT BE SUBJECT TO SINGLE DWELLING PER LOT RESTRICTIONS.
3. LOTS IN WHITE WILL BE SUBJECT TO SINGLE DWELLING RESTRICTIONS THROUGH A LAND COVENANT.

LEGEND:

- EXTENT OF WORKS
- STAGE BOUNDARY
- ABUTTAL BOUNDARY
- PROPOSED BOUNDARY
- VEHICLE CROSSING LOCATION
- MULTI DWELLING COVENANT

	REVISION DETAILS	BY	DATE
H	VISIBILITY SPLAY AMENDMENTS	CS	08.04.26
G	VISIBILITY SPLAY AMENDMENTS	CS	07.04.26
F	ROW'S BOUNDARY AMENDMENTS	CS	13.03.26
E	REVISED LOT NUMBERING	CS	06.03.26

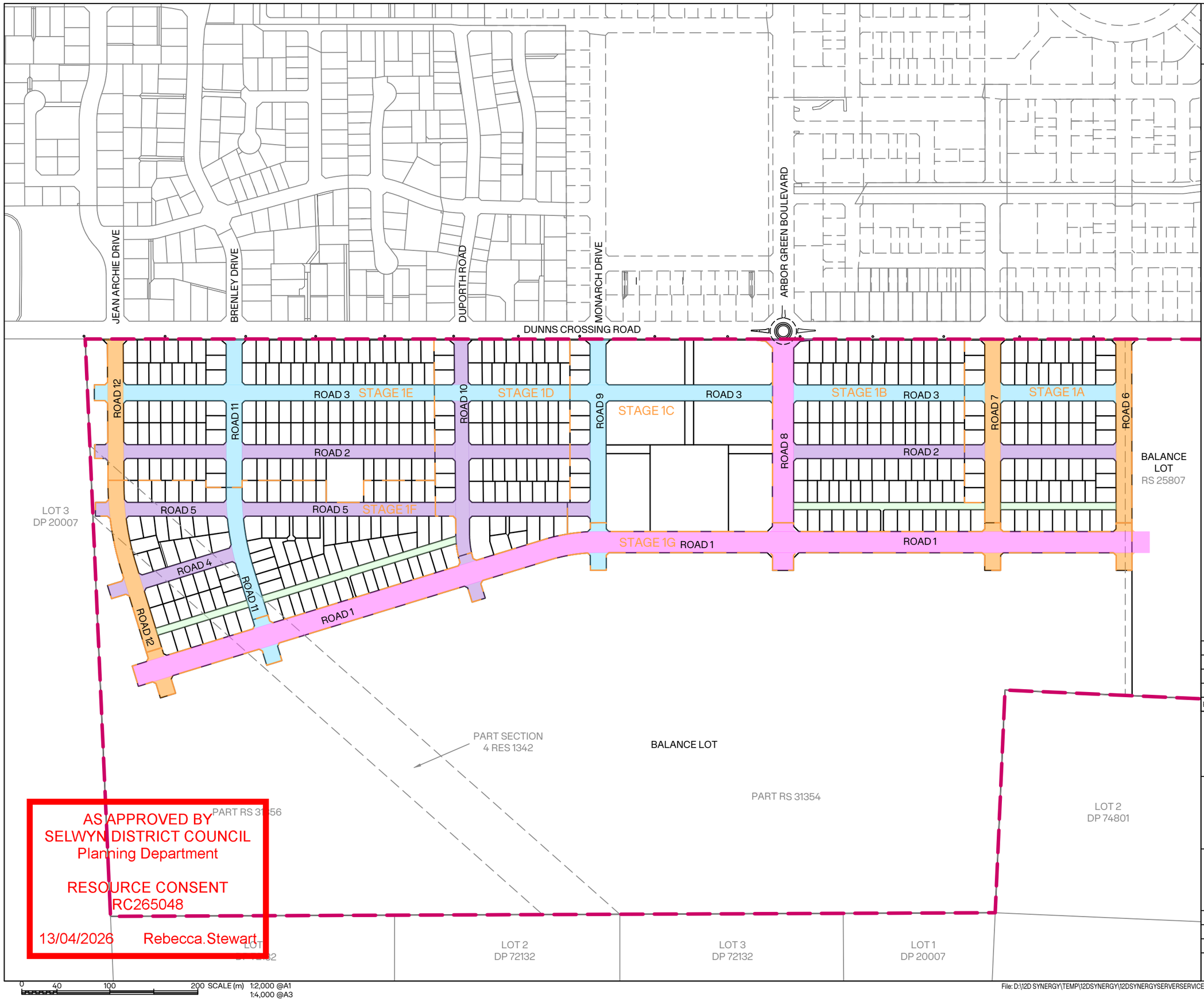
PROJECT:
ROLLESTON WEST
RESIDENTIAL SUBDIVISION

DESCRIPTION:
SUBDIVISION APPLICATION PLAN
VEHICLE CROSSING LOCATIONS

SURVEYED	N/A		N/A
DESIGNED	AMcC		20/02/2026
DRAWN	AMcC		20/02/2026
CHECKED	CS		06.03.26
APPROVED	CS		06.03.26
SCALE	1:2,000 @A1	1:4,000 @A3	REVISION
STATUS	FOR CONSENT		H
PROJECT	16067		
DWG NO	16067-01-AP-1004		

Synergy Version:
Plot Date: 14:34:35 8 April 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\5024\C52A57BB-D7C5-4C13-B733-5C05368E23DB\16067-01-AP-1000.DWG



AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC265048

13/04/2026 Rebecca.Stewart

0 40 100 200 SCALE (m) 1:2,000 @A1
1:4,000 @A3

LEGEND:

- EXTENT OF WORKS
- STAGE BOUNDARY
- ABUTTAL BOUNDARY
- PROPOSED BOUNDARY
- 24m BOULEVARD
- 18m ROAD WITH SHARED PATH
- 18m LOCAL ROAD
- 15.5m LOCAL ROAD
- 8m LANEWAY

	REVISION DETAILS	BY	DATE
G	VISIBILITY SPLAY AMENDMENTS	CS	08.04.26
F	VISIBILITY SPLAY AMENDMENTS	CS	07.04.26
E	ROW'S BOUNDARY AMENDMENTS	CS	13.03.26
D	S92 RFI UPDATE	CS	23.02.26

PROJECT:
ROLLESTON WEST
RESIDENTIAL SUBDIVISION

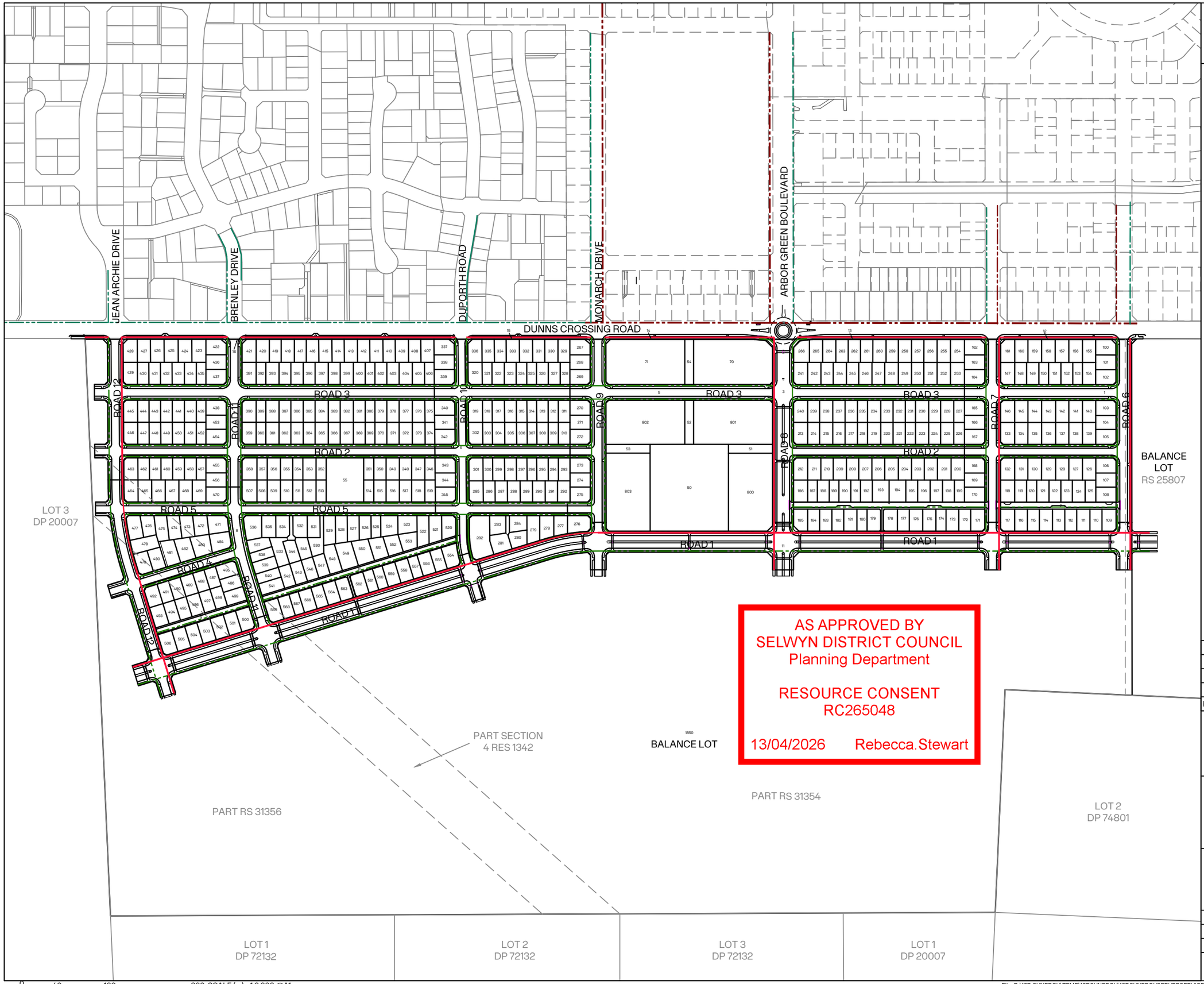
DESCRIPTION:
SUBDIVISION APPLICATION PLAN
ROADING HIERARCKY

SURVEYED	N/A		N/A
DESIGNED	AMcC		12/12/2025
DRAWN	KC/ZC		20/01/2026
CHECKED	CS		06.03.26
APPROVED	CS		06.03.26
SCALE	1:2,000 @A1	1:4,000 @A3	REVISION
STATUS	FOR CONSENT		G
PROJECT	16067		
DWG NO	16067-01-AP-1005		

Synergy Version:

Plot Date: 14:34:43,8 April 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\5024\C52A57BB-D7C5-4C13-B733-5C05368E23DB\16067-01-AP-1000.DWG



AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC265048

13/04/2026 Rebecca.Stewart

LEGEND:

- ABUTTAL BOUNDARY
- PROPOSED BOUNDARY
- PROP. PEDESTRIAN
- PROP. SHARED PATH
- Ex. PEDESTRIAN
- Ex. SHARED PATH

D	VISIBILITY SPLAY AMENDMENTS	CS	08.04.26
C	VISIBILITY SPLAY AMENDMENTS	CS	07.04.26
B	ROW'S BOUNDARY AMENDMENTS	CS	13.03.26
A	FOR CONSENT	CS	06.03.26
REVISION DETAILS		BY	DATE

PROJECT:
ROLLESTON WEST
RESIDENTIAL SUBDIVISION

DESCRIPTION:
PEDESTRIAN AND CYCLE NETWORK PLAN

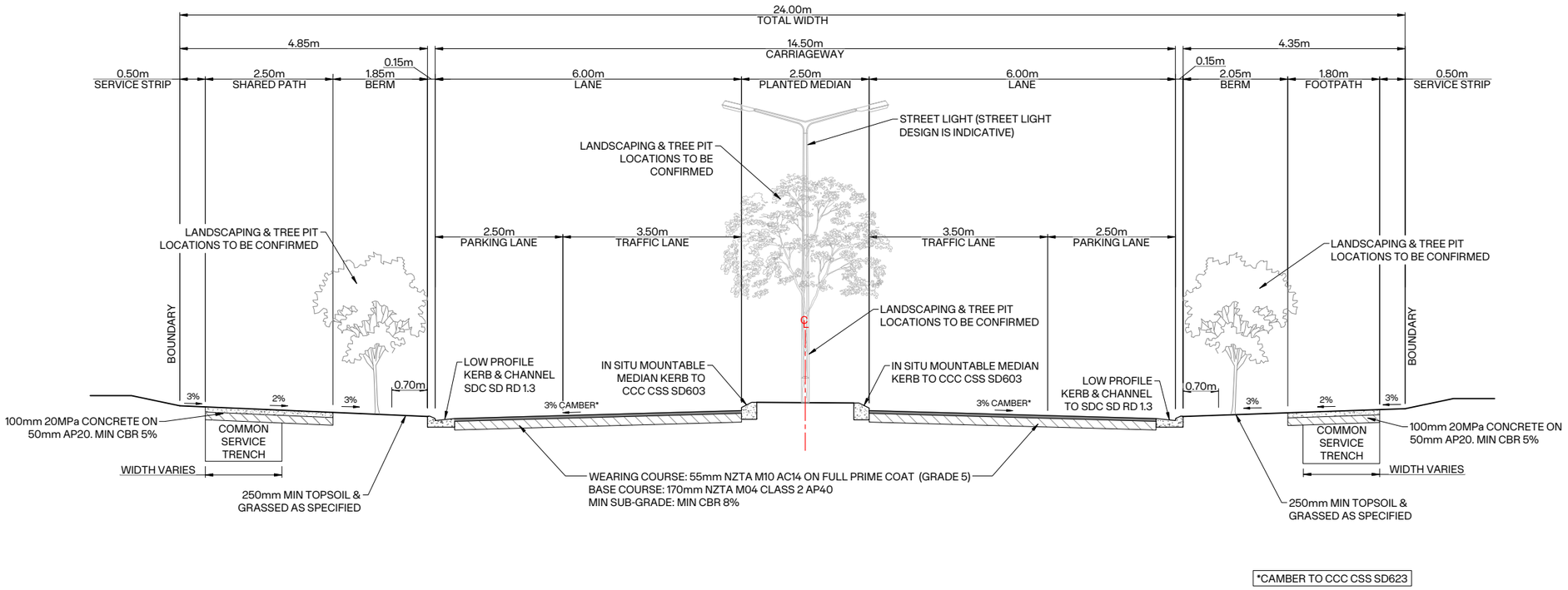
	SURVEYED	N/A	N/A
	DESIGNED	AMcC	06/03/2026
	DRAWN	AMcC	06/03/2026
	CHECKED	CS	06.03.26
	APPROVED	CS	06.03.26
SCALE	1:2,000 @A1	1:4,000 @A3	REVISION
STATUS	FOR CONSENT		D
PROJECT	16067		
DWG NO	16067-01-AP-1006		

0 40 100 200 SCALE (m) 1:2,000 @A1
1:4,000 @A3

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\5024\C52A57BB-D7C5-4C13-B733-5C05368E23DB\16067-01-AP-1000.DWG

Synergy Version:

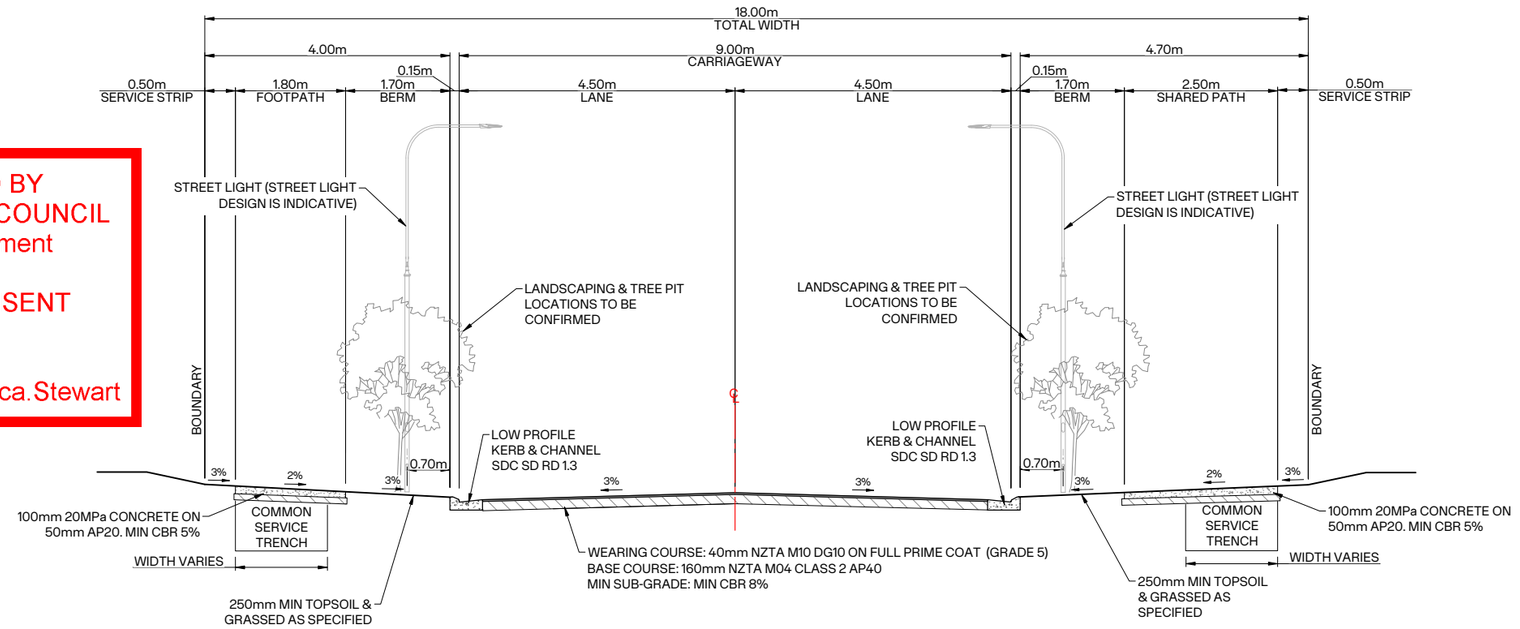
Plot Date: 14:34:50,8 April 2026, ADMINMANUX



*CAMBER TO CCC CSS SD623

A 3000's ROAD 1 (24m BOULEVARD)

SCALE A1: 1:50 A3: 1:100



B 3000's ROADS 7 & 8 (18m WITH SHARED PATH)

SCALE A1: 1:50 A3: 1:100

AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC265048

13/04/2026 Rebecca.Stewart

NOTES:

1. ALL WORKS TO COMPLY WITH THE SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. REFER TO LANDSCAPE PLAN FOR LOCATION OF STREET TREES.
4. REFER TO WATER, WASTEWATER AND STORMWATER PLANS FOR DESIGN LOCATIONS.
5. ROADS SHALL ALL BE FORMED AS A STRAIGHT CROSSFALL UNLESS NOTED AS CAMBER ON THE PLANS AND HAVE CAMBERS FORMED AS PER CAMBER TABLES.
6. ASPHALTIC CONCRETE SPECIFIED TO BE IN ACCORDANCE WITH NZTA M/10:2020 SPECIFICATION.
7. TACTILE PAVERS TO BE PLACED IN ACCORDANCE WITH NZTA RTS-14
8. FINAL LOCATION OF TACTILE PAVER TO BE CONFIRMED ON SITE WITH SELWYN DISTRICT COUNCIL

CLIENT: WESTHAVEN Rolleston

PROJECT: WESTHAVEN SUBDIVISION STAGE 1A

DRAWING TITLE: ROADING TYPICAL SECTIONS SHEET 1 OF 6

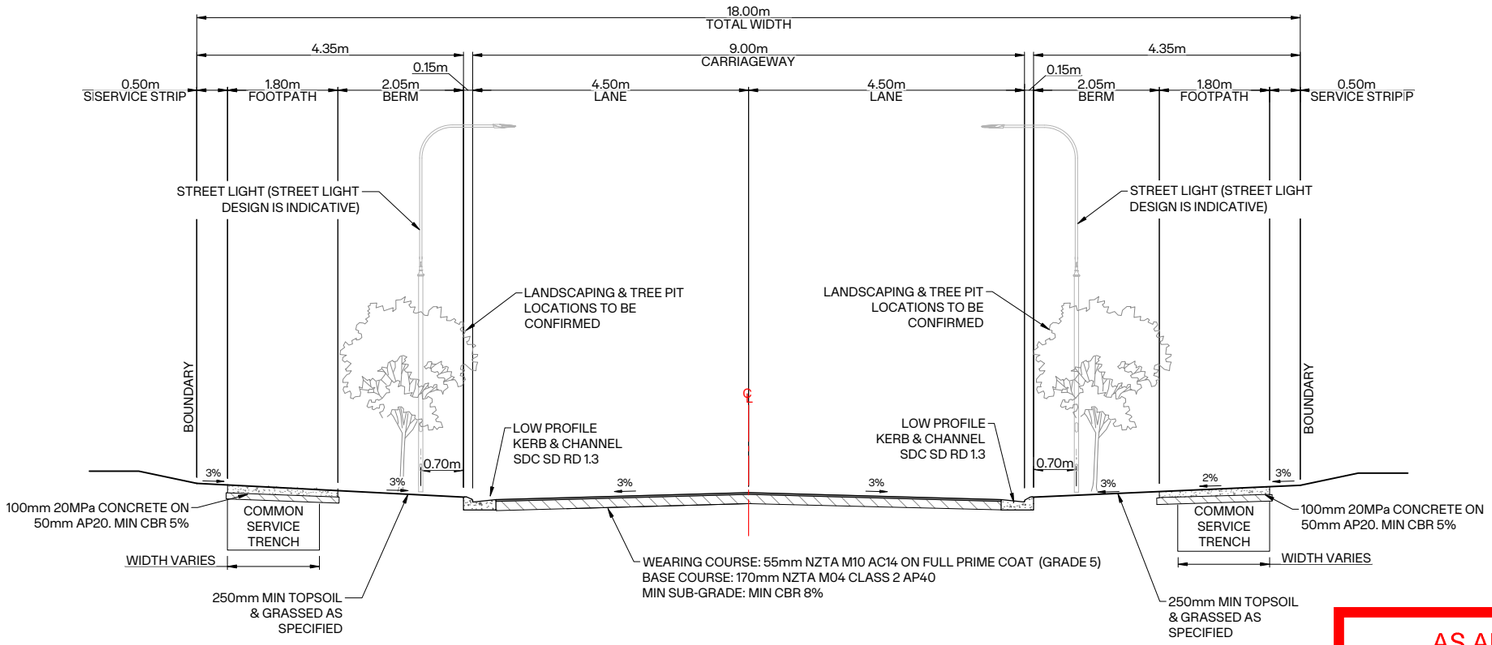
2	REVISED ISSUE	CS	07/04/2026
1	ISSUED FOR EA	CS	31/03/2026
0	ISSUED FOR TENDER	CS	19/03/2026
REVISION DETAILS		BY	DATE

	SURVEYED	-	-
	DESIGNED	CS	19/03/2026
	DRAWN	AA	19/03/2026
	REVIEWED	CS	07/04/2026
	APPROVED	MP	
SCALE	AS SHOWN		REVISION
STATUS	FOR ENGINEERING ACCEPTANCE NOT FOR CONSTRUCTION		2
DWG NO	16067-1A-EN-3300		

Synergy Version:

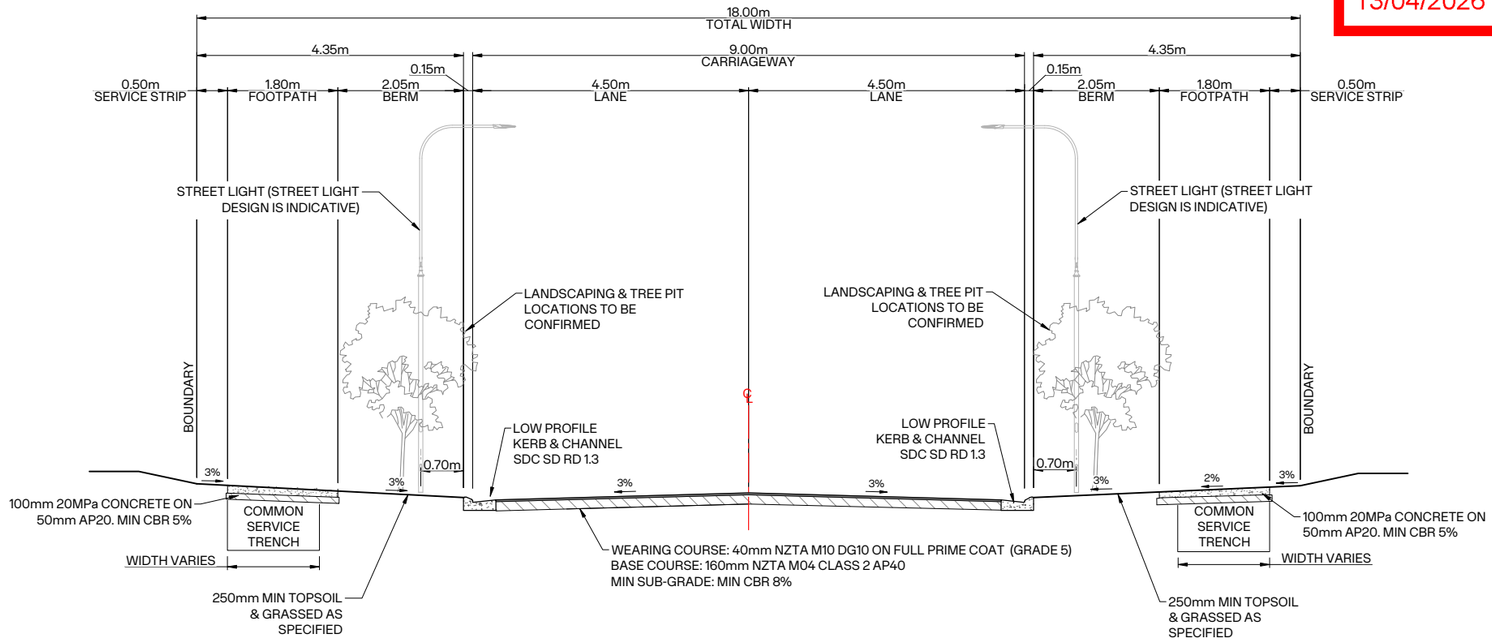
Plot Date: 16:44:59, 7 April 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\5024\007C0FF9-3F34-4E57-B4AC-5D5A5A250701\16067-1A-EN-3300.DWG



C 3000's ROADS 6 (18m LOCAL ROAD)

SCALE A1: 1:50 A3: 1:100



D 3000's ROADS 4, 9, 17, 18, 23, 24, 29, 30 & 35(18m LOCAL ROAD)

SCALE A1: 1:50 A3: 1:100

AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC265048

13/04/2026 Rebecca.Stewart

NOTES:

1. ALL WORKS TO COMPLY WITH THE SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. REFER TO LANDSCAPE PLAN FOR LOCATION OF STREET TREES.
4. REFER TO WATER, WASTEWATER AND STORMWATER PLANS FOR DESIGN LOCATIONS.
5. ROADS SHALL ALL BE FORMED AS A STRAIGHT CROSSFALL UNLESS NOTED AS CAMBER ON THE PLANS AND HAVE CAMBERS FORMED AS PER CAMBER TABLES.
6. ASPHALTIC CONCRETE SPECIFIED TO BE IN ACCORDANCE WITH NZTA M/10:2020 SPECIFICATION.
7. TACTILE PAVERS TO BE PLACED IN ACCORDANCE WITH NZTA RTS-14
8. FINAL LOCATION OF TACTILE PAVER TO BE CONFIRMED ON SITE WITH SELWYN DISTRICT COUNCIL

CLIENT:
WESTHAVEN
Rolleston

PROJECT:
WESTHAVEN SUBDIVISION
STAGE 1A

DRAWING TITLE:
ROADING
TYPICAL SECTIONS
SHEET 2 OF 6

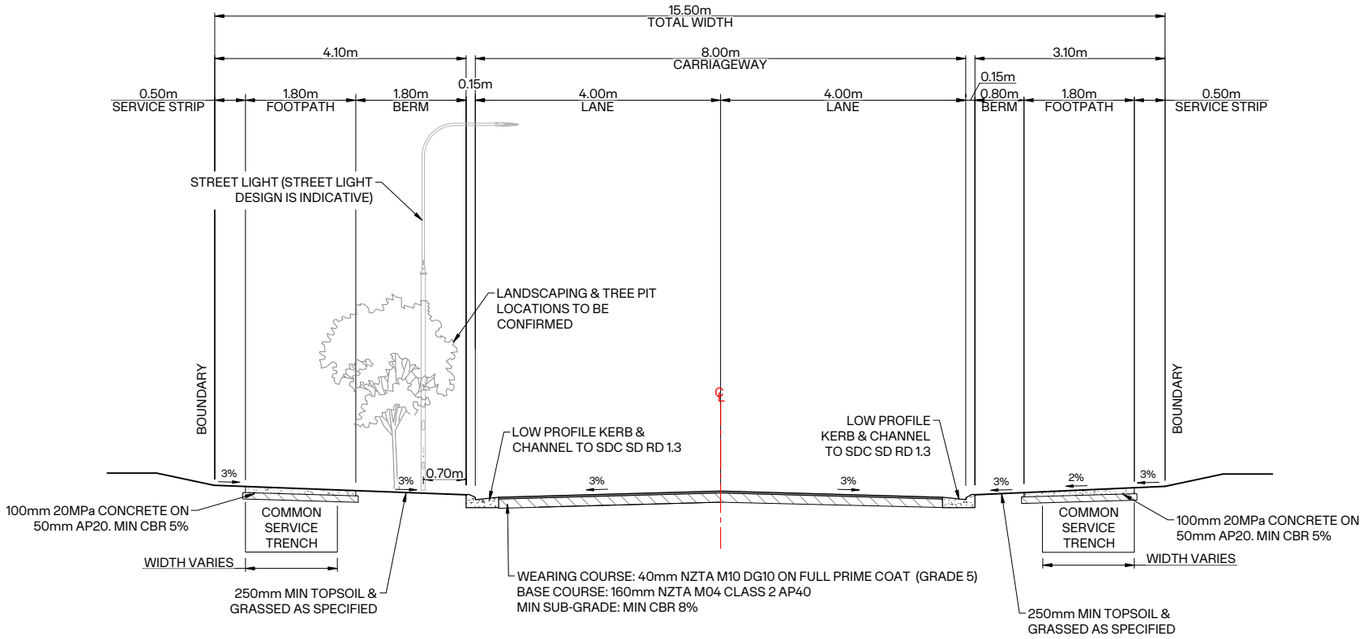
2	REVISED ISSUE	CS	07/04/2026
1	ISSUED FOR EA	CS	31/03/2026
0	ISSUED FOR TENDER	CS	19/03/2026
REVISION DETAILS		BY	DATE

	SURVEYED	-	-
	DESIGNED	CS	19/03/2026
	DRAWN	AA	19/03/2026
	REVIEWED	CS	07/04/2026
	APPROVED	MP	
SCALE	AS SHOWN		REVISION
STATUS	FOR ENGINEERING ACCEPTANCE NOT FOR CONSTRUCTION		2
DWG NO	16067-1A-EN-3301		

Synergy Version:

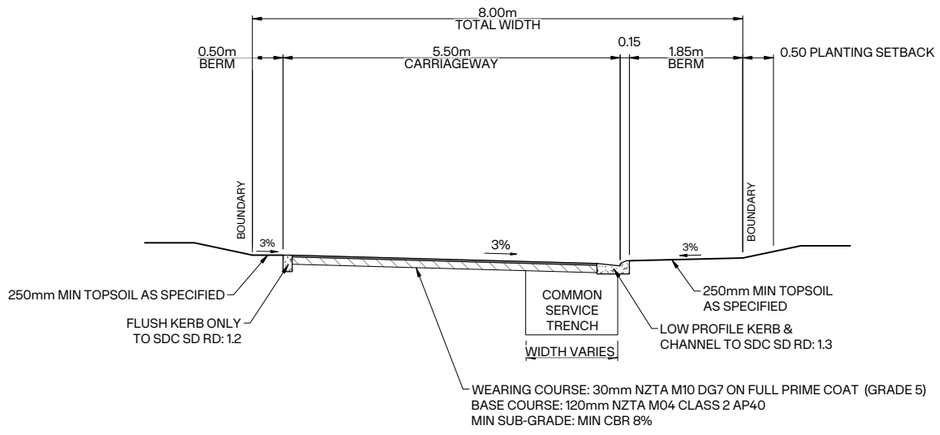
Plot Date: 16:45:01,7 April 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\5024\007C0FF9-3F34-4E57-B4AC-5D5A5A250701\16067-1A-EN-3300.DWG



E 3000's ROADS 19, 20, 25, 28, 31, 32 & 36 (15.5m LOCAL ROAD)

SCALE A1: 1:50 A3: 1:100



F 3000's LANEWAY

SCALE A1; 1:50 A3; 1:100

AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC265048

13/04/2026 Rebecca.Stewart

NOTES:

1. ALL WORKS TO COMPLY WITH THE SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. REFER TO LANDSCAPE PLAN FOR LOCATION OF STREET TREES.
4. REFER TO WATER, WASTEWATER AND STORMWATER PLANS FOR DESIGN LOCATIONS.
5. ROADS SHALL ALL BE FORMED AS A STRAIGHT CROSSFALL UNLESS NOTED AS CAMBER ON THE PLANS AND HAVE CAMBERS FORMED AS PER CAMBER TABLES.
6. ASPHALTIC CONCRETE SPECIFIED TO BE IN ACCORDANCE WITH NZTA M/10:2020 SPECIFICATION.
7. TACTILE PAVERS TO BE PLACED IN ACCORDANCE WITH NZTA RTS-14
8. FINAL LOCATION OF TACTILE PAVER TO BE CONFIRMED ON SITE WITH SELWYN DISTRICT COUNCIL

CLIENT: WESTHAVEN Rolleston

PROJECT: WESTHAVEN SUBDIVISION STAGE 1A

DRAWING TITLE: ROADING TYPICAL SECTIONS SHEET 3 OF 6

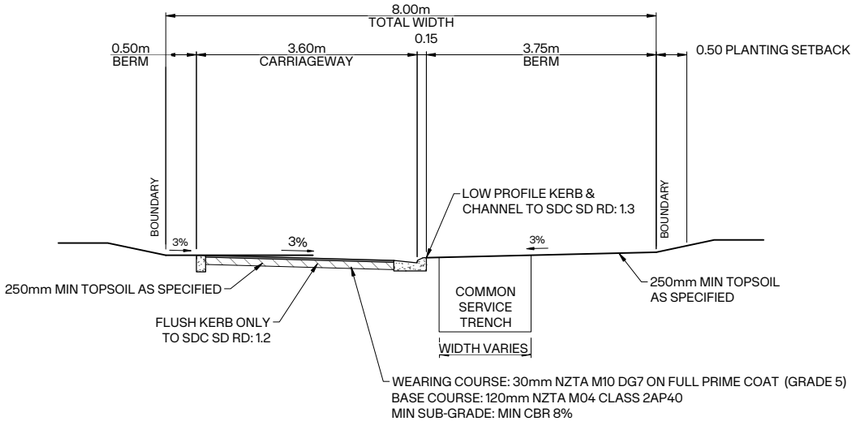
2	REVISED ISSUE	CS	07/04/2026
1	ISSUED FOR EA	CS	31/03/2026
0	ISSUED FOR TENDER	CS	19/03/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	CS	19/03/2026
DRAWN	AA	19/03/2026
REVIEWED	CS	07/04/2026
APPROVED	MP	
SCALE	AS SHOWN	REVISION
STATUS	FOR ENGINEERING ACCEPTANCE NOT FOR CONSTRUCTION	2
DWG NO	16067-1A-EN-3302	

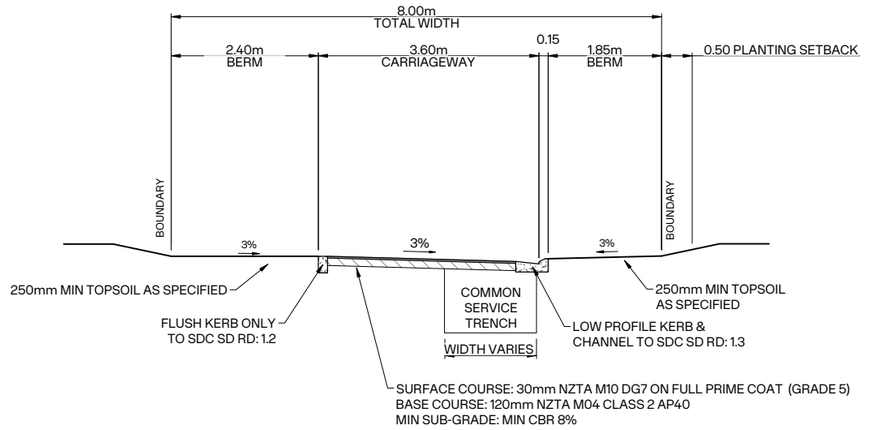
Synergy Version:

Plot Date: 16:45:03, 7 April 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\5024\007C0FF9-3F34-4E57-B4AC-5D5A5A250701\16067-1A-EN-3300.DWG



G 3000's LANEWAY NARROWING - TYPE 1
SCALE A1; 1:50 A3; 1:100

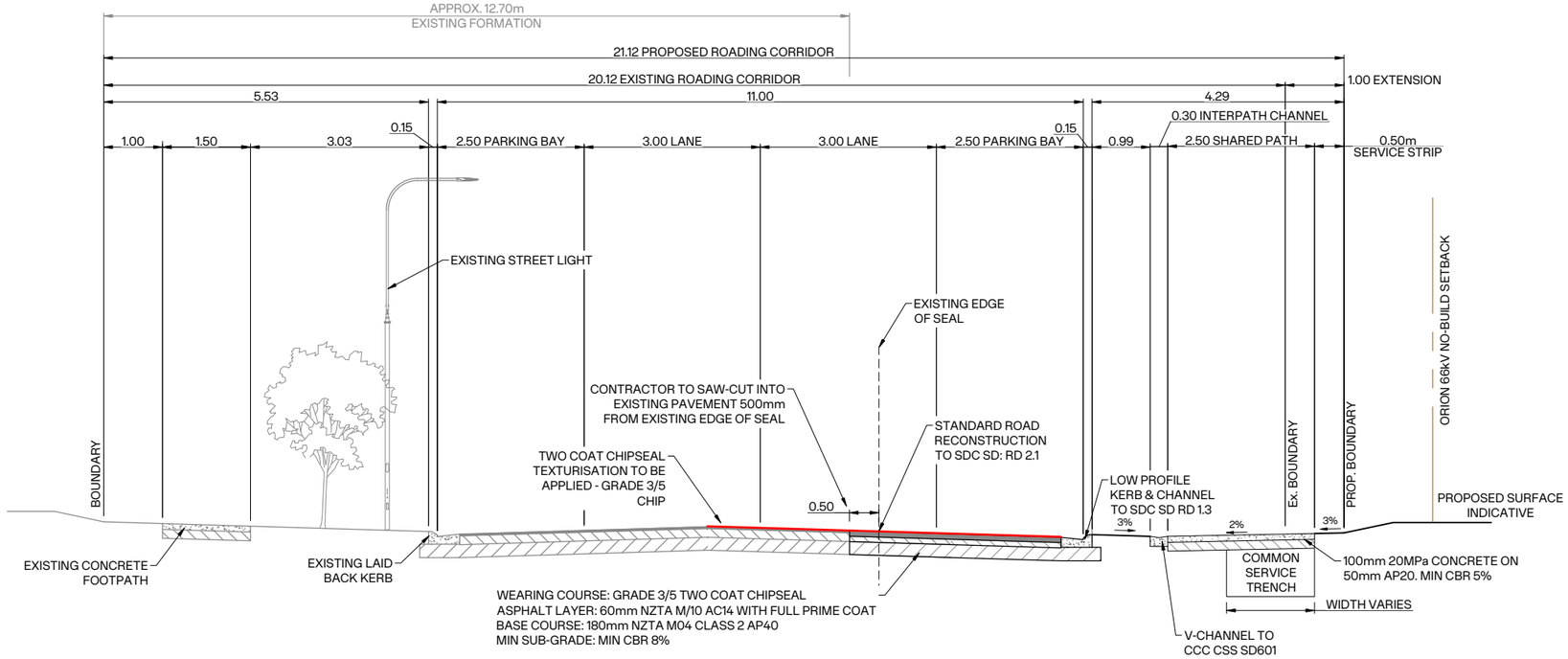


H 3000's LANEWAY NARROWING - TYPE 2
SCALE A1; 1:50 A3; 1:100

AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC265048

13/04/2026 Rebecca.Stewart



1 3000's DUNNS CROSSING ROAD UPGRADE ch0 - 557
SCALE A1; 1:50 A3; 1:100

NOTES:

1. ALL WORKS TO COMPLY WITH THE SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. REFER TO LANDSCAPE PLAN FOR LOCATION OF STREET TREES.
4. REFER TO WATER, WASTEWATER AND STORMWATER PLANS FOR DESIGN LOCATIONS.
5. ROADS SHALL ALL BE FORMED AS A STRAIGHT CROSSFALL UNLESS NOTED AS CAMBER ON THE PLANS AND HAVE CAMBERS FORMED AS PER CAMBER TABLES.
6. ASPHALTIC CONCRETE SPECIFIED TO BE IN ACCORDANCE WITH NZTA M/10:2020 SPECIFICATION.
7. TACTILE PAVERS TO BE PLACED IN ACCORDANCE WITH NZTA RTS-14
8. FINAL LOCATION OF TACTILE PAVER TO BE CONFIRMED ON SITE WITH SELWYN DISTRICT COUNCIL

CLIENT:
WESTHAVEN
Rolleston

PROJECT:
WESTHAVEN SUBDIVISION
STAGE 1A

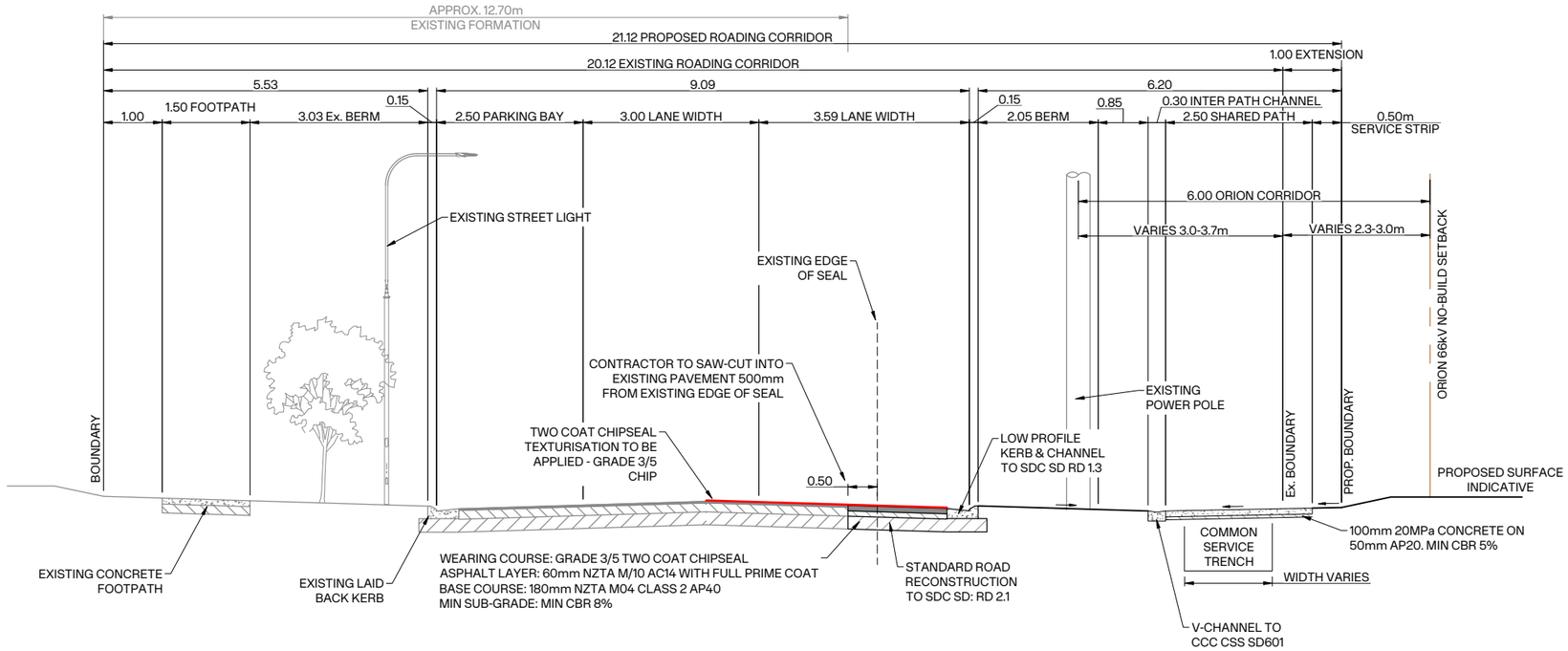
DRAWING TITLE:
ROADING
TYPICAL SECTIONS
SHEET 4 OF 6

2	REVISED ISSUE	CS	07/04/2026
1	ISSUED FOR EA	CS	31/03/2026
0	ISSUED FOR TENDER	CS	19/03/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	CS	19/03/2026
DRAWN	AA	19/03/2026
REVIEWED	CS	07/04/2026
APPROVED	MP	
SCALE	AS SHOWN	REVISION
STATUS	FOR ENGINEERING ACCEPTANCE NOT FOR CONSTRUCTION	2
DWG NO	16067-1A-EN-3303	

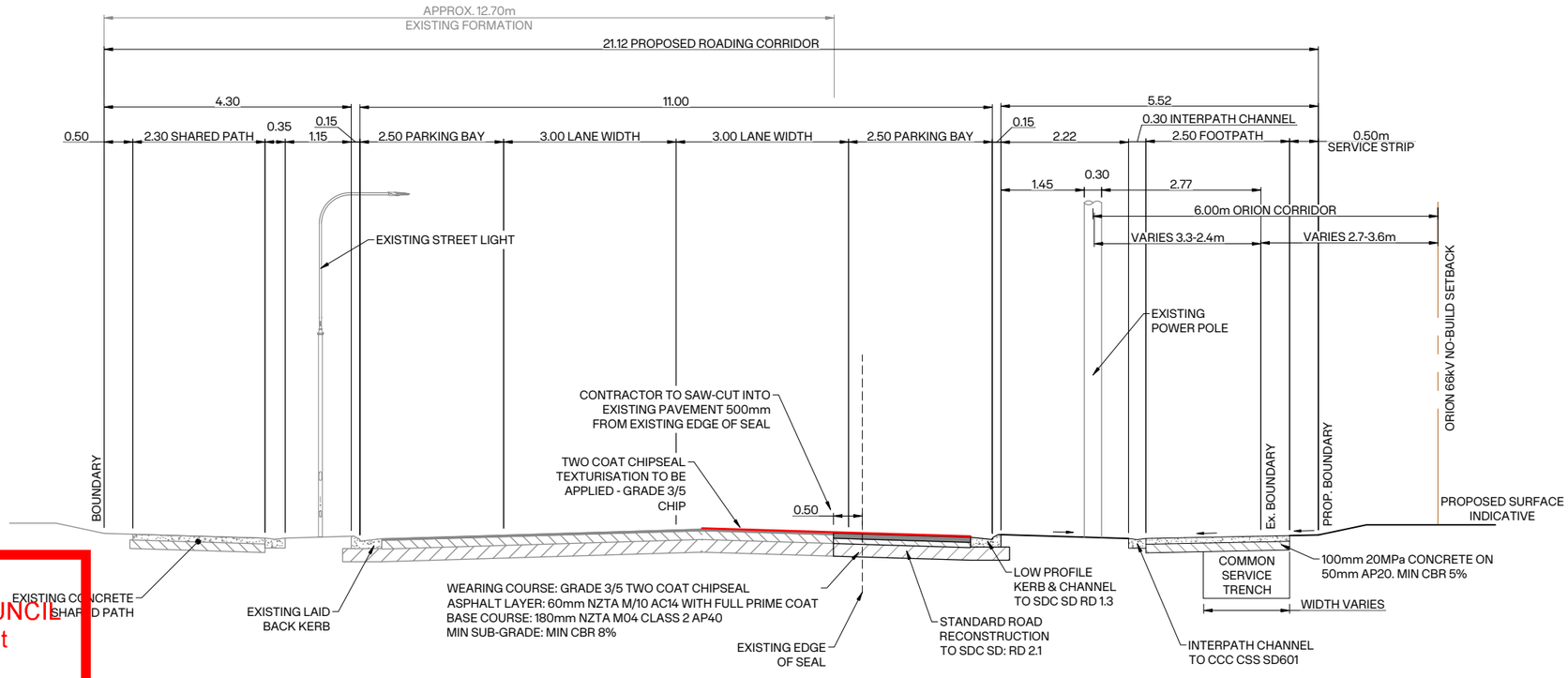
Synergy Version:
Plot Date: 16:45:04, 7 April 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\5024\007C0FF9-3F34-4E57-B4AC-5D5A5A250701\16067-1A-EN-3300.DWG



J 3100's DUNNS CROSSING ROAD UPGRADE ch0 - 557 - AT KERB BUILD OUT

SCALE A1; 1:50 A3; 1:100



K 3000's DUNNS CROSSING ROAD UPGRADE - ch 557 - 1300

SCALE A1; 1:50 A3; 1:100

AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC265048

13/04/2026 Rebecca.Stewart

NOTES:

1. ALL WORKS TO COMPLY WITH THE SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. REFER TO LANDSCAPE PLAN FOR LOCATION OF STREET TREES.
4. REFER TO WATER, WASTEWATER AND STORMWATER PLANS FOR DESIGN LOCATIONS.
5. ROADS SHALL ALL BE FORMED AS A STRAIGHT CROSSFALL UNLESS NOTED AS CAMBER ON THE PLANS AND HAVE CAMBERS FORMED AS PER CAMBER TABLES.
6. ASPHALTIC CONCRETE SPECIFIED TO BE IN ACCORDANCE WITH NZTA M/10:2020 SPECIFICATION.
7. TACTILE PAVERS TO BE PLACED IN ACCORDANCE WITH NZTA RTS-14
8. FINAL LOCATION OF TACTILE PAVER TO BE CONFIRMED ON SITE WITH SELWYN DISTRICT COUNCIL

CLIENT: WESTHAVEN Rolleston

PROJECT: WESTHAVEN SUBDIVISION STAGE 1A

DRAWING TITLE: ROADING TYPICAL SECTIONS SHEET 5 OF 6

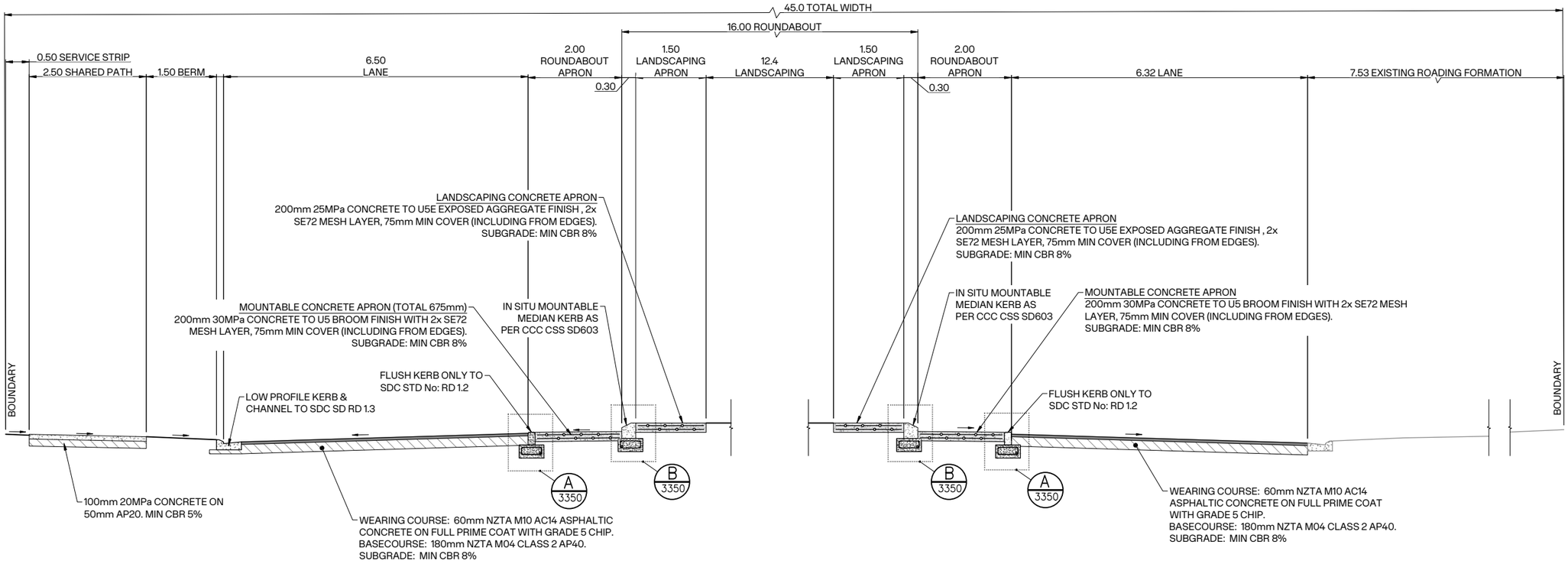
2	REVISED ISSUE	CS	07/04/2026
1	ISSUED FOR EA	CS	31/03/2026
0	ISSUED FOR TENDER	CS	19/03/2026
REVISION DETAILS		BY	DATE

SURVEYED	-	-
DESIGNED	CS	19/03/2026
DRAWN	AA	19/03/2026
REVIEWED	CS	07/04/2026
APPROVED	MP	
SCALE	AS SHOWN	REVISION
STATUS	FOR ENGINEERING ACCEPTANCE NOT FOR CONSTRUCTION	2
DWG NO	16067-1A-EN-3304	

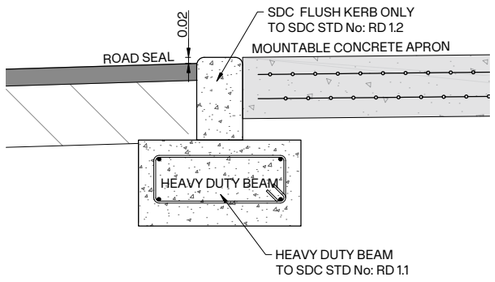
Synergy Version:

Plot Date: 16:45:06,7 April 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\5024\007C0FF9-3F34-4E57-B4AC-5D5A5A250701\16067-1A-EN-3300.DWG



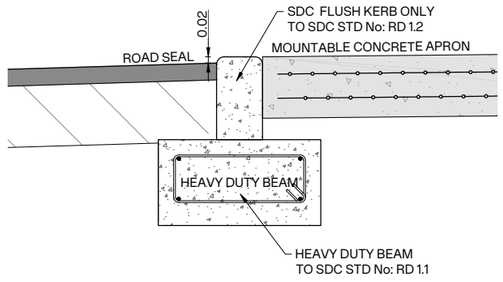
L 3050 DUNNS CROSSING ROAD ROUNDABOUT - CROSS-SECTION
SCALE A1; 1:50 A3; 1:100



AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department

RESOURCE CONSENT
RC265048

13/04/2026 Rebecca.Stewart



A 3350 DUNNS CROSSING ROAD ROUNDABOUT - FLUSH KERB TO ROAD SEAL CLEARANCE
SCALE A1; 1:10 A3; 1:50

B 3550 DUNNS CROSSING ROAD ROUNDABOUT - MOUNTABLE KERB TO ROUNDABOUT APRON CLEARANCE
SCALE A1; 1:10 A3; 1:20

NOTES:

1. ALL WORKS TO COMPLY WITH THE SELWYN DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. REFER TO LANDSCAPE PLAN FOR LOCATION OF STREET TREES.
4. REFER TO WATER, WASTEWATER AND STORMWATER PLANS FOR DESIGN LOCATIONS.
5. ROADS SHALL ALL BE FORMED AS A STRAIGHT CROSSFALL UNLESS NOTED AS CAMBER ON THE PLANS AND HAVE CAMBERS FORMED AS PER CAMBER TABLES.
6. ASPHALTIC CONCRETE SPECIFIED TO BE IN ACCORDANCE WITH NZTA M/10:2020 SPECIFICATION.
7. TACTILE PAVERS TO BE PLACED IN ACCORDANCE WITH NZTA RTS-14
8. FINAL LOCATION OF TACTILE PAVER TO BE CONFIRMED ON SITE WITH SELWYN DISTRICT COUNCIL

CLIENT: WESTHAVEN Rolleston

PROJECT: WESTHAVEN SUBDIVISION STAGE 1A

DRAWING TITLE: ROADING TYPICAL SECTIONS SHEET 6 OF 6

2	REVISED ISSUE	CS	07/04/2026
1	ISSUED FOR EA	CS	31/03/2026
0	ISSUED FOR TENDER	CS	19/03/2026
REVISION DETAILS		BY	DATE

	SURVEYED	-	-
	DESIGNED	CS	19/03/2026
	DRAWN	AA	19/03/2026
	REVIEWED	CS	07/04/2026
	APPROVED	MP	
SCALE	AS SHOWN		REVISION
STATUS	FOR ENGINEERING ACCEPTANCE NOT FOR CONSTRUCTION		2
DWG NO	16067-1A-EN-3305		

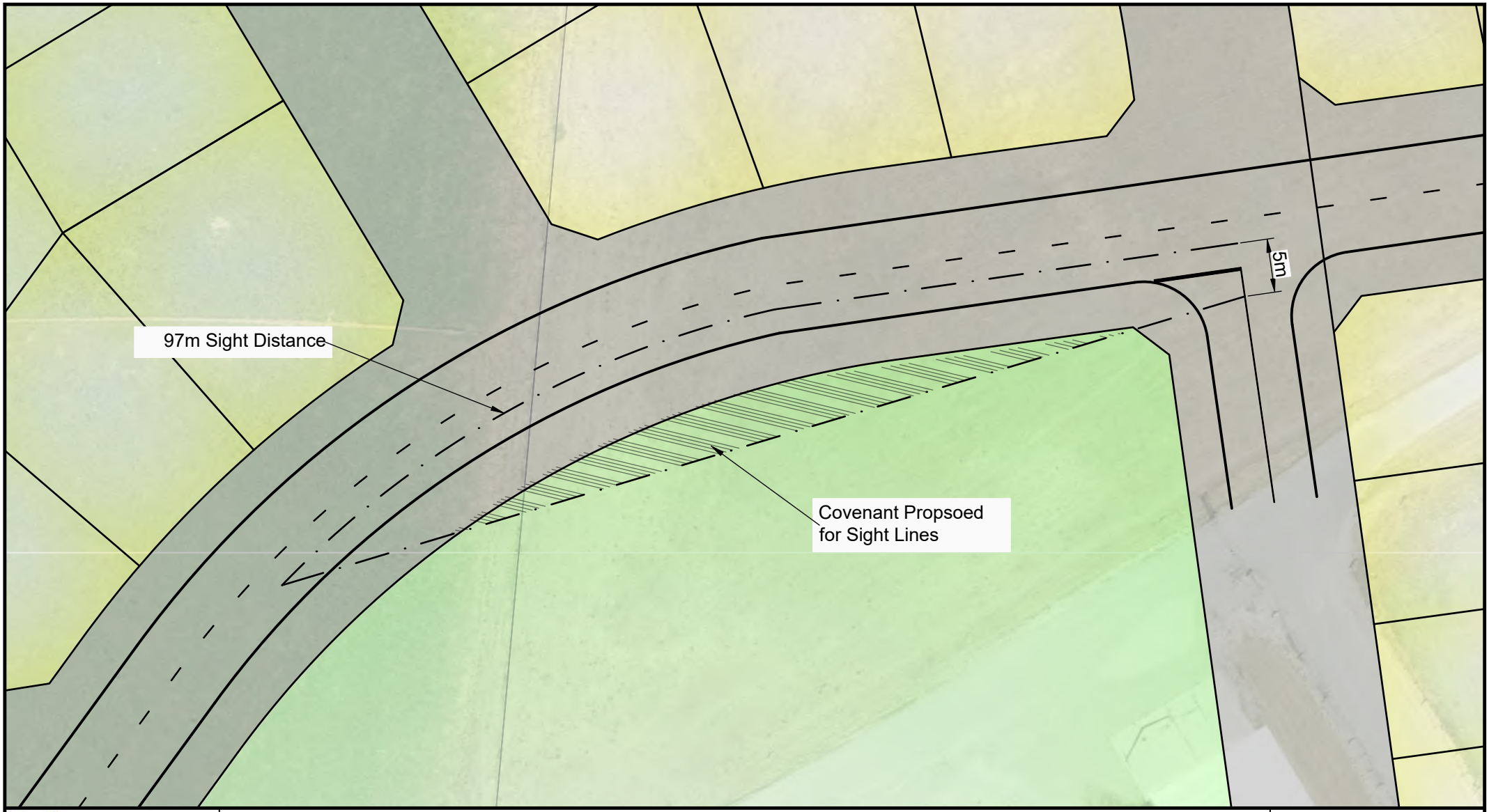
Synergy Version:

Plot Date: 16:45:08, 7 April 2026, ADMINMANUX

File: D:\12D SYNERGY\TEMP\12DSYNERGY\12DSYNERGYSERVERSERVICE\5024\007C0FF9-3F34-4E57-B4AC-5D5A5A250701\16067-1A-EN-3300.DWG

Appendix 4

Westhaven Reserve Sight Distance Covenants



Westhaven Residential Development
Carter Group Ltd

Road 96 / Road 93: Sight Distance Covenant

For Information

Novo Group Limited
PO Box 365
Christchurch 8014

NovoGroup.co.nz

Drawing: **0021-056 - Westhaven - DWD100X-B**

Sheet **0021-056-DWD1005-A**

Scale @A4 1:500

Date 22/10/2026

By N Fuller

Project #0021-056



novo group

Novo Group Limited
PO Box 365
Christchurch 8014

NovoGroup.co.nz

Westhaven Residential Development
Carter Group Ltd

Road 96 / Road 94: Sight Distance Covenant

For Information

Drawing: **0021-056 - Westhaven - DWD100X-B**

Sheet
0021-056-DWD1006-A

Scale @A4 1:500

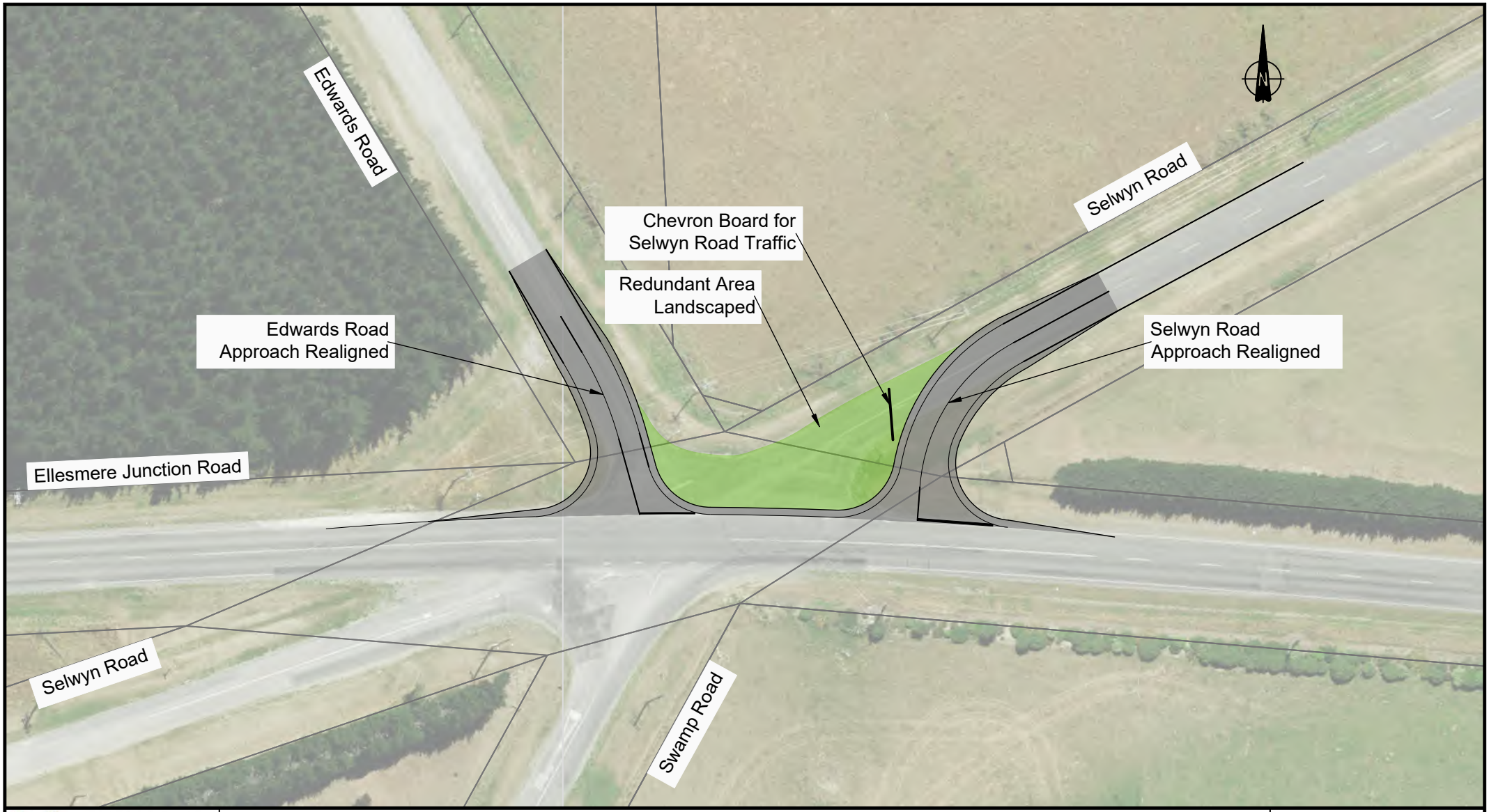
Date 22/10/2026

By N Fuller

Project #0021-056

Appendix 5

Edwards Rd / Selwyn Rd / Swamp Rd / Ellesmere Junction Rd Intersection



novo group

Novo Group Limited
PO Box 365
Christchurch 8014

NovoGroup.co.nz

Westhaven Residential Development
Carter Group Ltd

Ellesmere Junction Road / Selwyn Road / Edwards Road / Swamp Road Concept Upgrade

For Information

Drawing: **0021-056 - Westhaven - DWD100X-A**

Sheet
0021-056-DWD1003-A

Scale @A4 1:750

Date 31/07/2026

By N Fuller

Project #0021-056

Appendix 6

Traffic Modelling Report

Westhaven Rolleston Paramics Modelling

Model Methodology and Result Summary

Prepared for	Westhaven Rolleston Limited
Project number	WRL-J001
Revision	A
Issue date	21 August 2026
Prepared by	Jared White, Principal Transportation Engineer
Reviewed by	Chris Blackmore, Principal Transportation Planner

1. Introduction

Westhaven Rolleston Limited (Westhaven) secured FastTrack approval for residential and commercial development on land along the western edge of Rolleston Township. This land was the subject of several earlier plan change applications. This note documents the modelling methodology and presents results from traffic model scenarios run in mid-2026 using Selwyn District Council's Rolleston Paramics Discovery model. The structure of this note is as follows:

- Section 2 provides some background to the model and inputs,
- Section 3 summarises the modelling methodology; and
- Section 4 presents key outputs.

2. Background

The Rolleston Paramics Model was first built in 2012 to assess town growth and identify infrastructure needs and timing. It has been expanded and updated several times as the development outlook changed. These updates include the Plan Changes that have shaped Rolleston to date, including the land assessed in this report, known as the Western Plan Changes.

The current assessment models cover two horizons: 2028 and 2040DCs (with Western Plan Changes). The model covers two-hour peak periods (7–9am and 4–6pm), with demand set by zone-to-zone matrices for light and heavy vehicles.

The first version models were landuse based allowing the demands informing the model to be calculated via use of typical trips rates as is done in strategic transport models. At the Greater Christchurch Model Management Group's direction, recent models take demand matrices directly from the regional strategic model (CTM via CAST). These matrices were then adjusted to reflect local conditions and specific development changes across the baseline and future scenarios. As a result, underlying land use is no longer a direct input across the whole model.

The long-term model is the 2040DCs scenario which contains the Western Plan Changes as an addition after they gained approval via FastTrack. At that time, the yield of the western plan changes was reduced based on the setbacks to the resource recovery park and wastewater treatment plant. The

best estimate development year for this model is a 2049 horizon and will be referred to as such in this note.

The 2028 model is partly pre-CAST but has been translated onto the latest, higher zone count network. As it uses an older forecast of household locations, the distribution may not be exact, but it matches the 2028 household totals set when the 2040DCs model was developed. For some recent testing, this includes refined household numbers between Weedons Road, Lincoln-Rolleston Road and Levi Road based on what is likely linked to areas that are currently consented.

A landuse summary, shown in Table 2.1, has been aggregated by the sectors as shown in Figure 2.1.

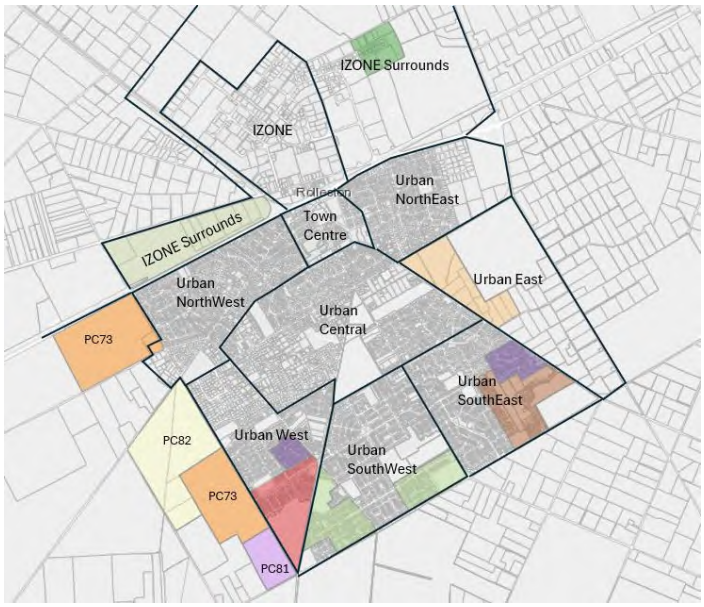


Figure 2.1 Model Sectors

Table 2.1Rolleston Model Landuse Estimates

Sector	2028 HHs	2049 HHs	2049 Horizon Development			
			School Roll	Industrial (Ha)	Industrial /LFR (sqm)	Other activities (sqm)
Town Centre	309	309	700	0	0	0
Urban Central	2,613	2,749	1,750	0	0	3,000
Urban East	833	1,524	0	0	0	17,550
Urban NorthEast	1,412	1,412	0	0	0	0
Urban NorthWest	1,680	1,680	700	0	0	0
Urban SouthEast	1,222	1,932	600	0	0	0
Urban SouthWest	2,536	3,419	2,300	0	0	4,450
Urban West	1,713	2,133	0	0	0	2,000
IZONE	0	0	0	193	0	0
IZONE Surrounds	0	0	0	222	31,000	16,000

Sector	2028 HHs	2049 HHs	2049 Horizon Development			
			School Roll	Industrial (Ha)	Industrial /LFR (sqm)	Other activities (sqm)
PC73	147	1443	0	0	0	900
PC81	0	350	0	0	0	0
PC82	0	961	0	0	0	0
Total	12,465	17,912	6,050	415	31,000	43,900

The town centre zone was assessed in the early iterations of the model and has influenced traffic activity in the model updates that followed. The original scale of landuse used in the town centre zone is shown in Table 2.2.

Table 2.2 Original Town Centre Master Planning Landuse Assumptions (Floor Areas m^2)

Sector	Retail	Comm	Mixed Use	Community
Town Centre	39,934	26,095	15,184	4,553

The 2028 Model assumes the following network upgrades

- NZTA Rolleston Upgrade Package with straight alignment overbridge
- Single lane right turn function from Dunns Crossing Road to SH1 at New Roundabout
- Roundabout metering at SH1 Weedons interchange on westbound off ramp
- Broadlands Drive extension with traffic signals at Lincoln Rolleston Road intersection.
- Roundabout at Dunns Crossing/ Selwyn intersection
- Roundabout at Dunns Crossing/ Arbor Green intersection
- Roundabout at Dunns Crossing/ Lowes intersection
- Roundabout at Springston Rolleston/ Shillingford/ Ed Hillary intersection
- Roundabout at Lincoln Rolleston/ Branthwaite intersection
- Roundabout at Lincoln Rolleston/ Ed Hillary intersection
- Roundabout at Levi/ Ruby intersection

The 2049 Model assumes the following additional network upgrades

- Dual lane right turn function from Dunns Crossing Road to SH1 at New Roundabout
- Roundabout at Springston Rolleston / Selwyn intersection
- Roundabout at Lincoln Rolleston/ Selwyn intersection
- Roundabout at Selwyn/ Weedons intersection
- Roundabout at Levi/ Weedons intersection
- Additional subdivision connectivity including connections between Lincoln Rolleston/ Weedons

3. Model Use and Updates

The applicants chose the 2028 model as the basis for this assessment. This section summarises the baseline network and development assumptions provided, some of which were refined through initial modelling tests.

3.1 General Model and Network Inputs

Model Year & Network

The 2028 network model was to be adopted with the following changes:

- Double right turn from Dunns Crossing Road to SH1 eastern leg;
- Inclusion of a two-way slip lane from the northern commercial area to SH1 southbound lane; and
- Closure of Brookside Road western approach to Dunns Crossing Road (as required by DEV-R07 Figure 1);
- The Granite Drive / Dunns Crossing Road / Site access intersection is to be signalised (as required by DEV-R07);
- Roundabout at Springston Rolleston / Selwyn intersection (as this is in the 2026/2027 annual plan and construction in scheduled for 2027).
- Selwyn Road / Lincoln Rolleston Road roundabout (included through iterative testing);
- Selwyn Road / Weedons Road roundabout (included through iterative testing); and
- Dunns Crossing Road / Lowes Road and Dunns Crossing Road / Brookside Road traffic signals (upgraded from the previously proposed roundabout and existing layout respectively).

Development Layout

A layout was provided with the latest concept for the subdivision network as shown in Figure 3.1. This broadly aligns with previous development-area networks. However, the 2028 model includes some rural residential areas, and the proposed finer network will be adjusted when finalising the network for this analysis. Most intersections are assumed to be priority controlled, with the exception of the access opposite Arbour Green Boulevard (a roundabout) and the Granite Drive signals.



Figure 3.1 Development Layout

Development Content & Traffic Generation

The development comprises 5,000 residential lots plus several commercial centres. These centres are shown in red on the layout and numbered one to three from north to south (left to right in the image). For this test, residential development is assumed to be evenly distributed across the site.

Traffic generation has been provided as directional total movements for the morning and evening peak hours for the residential and three commercial areas separately. The traffic generation of the residential and commercial areas as provided is summarised in Table 3.1.

Table 3.1 Provided Peak Hour Traffic Generation of Development

Area	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential	1,063	3,188	4,250	2,678	1,573	4,250
Commercial 1 – 10,000m2 GFA	514	379	892	579	596	1176
Commercial 2 – 5,000m2 GFA	218	139	357	236	246	482
Commercial 3 – 3,000m2 GFA	198	126	324	214	223	437

3.2 Model Demand Adjustments

Model demand is represented as matrices of vehicle trips between model zones. The development area has been represented in the model previously but in the longer-term future models, such as 2033, 2040 and 2049, and at a lower density with a combined total yield of between 2,700HHs and 3,600HHs.

Elsewhere in the model, zonal activity differs significantly between the 2028 and 2049 horizons, with more land use activity in 2049. Because this affects traffic distribution, adding the 2049-based development into the 2028 model required a complex series of matrix adjustments. The following outlines how the development demand was incorporated into the model.

Outline of demand calculation and matrix adjustment

- Latest demand matrices for 2028 and 2049 were exported from the model and imported into a spreadsheet
- The 2028 demands had several separate matrices from previous assessments, so these were combined into the standard light and heavy vehicles matrices and combined to represent the baseline 2028 demand without development. Rural residential in the development area is retained for the baseline model.
- The 2049 demand matrices are used to extract the demands for the zones representing the development area and these are scaled to meet new household yields, densities and trip rates as provided. Land area that the zones cover is used as a proxy for household distribution.
- The scaled demand becomes total inbound/outbound targets, and the site distribution is reshaped by the general distribution within the 2028 baseline matrices
- The adjusted residential demand is added to the 2028 baseline for initial matrices before applying adjustments for the commercial demand.
- Set targets of commercial demand based on supplied peak hour multiplied by 1.7 which is the typical conversion from one to two-hour demand in these models.
- Assume one third trips are passby for Commercial 1 and for SH1 trips and assign proportionally to the southwestern (Z9) and northeastern (Z1-3) external zone through trips in matrix.
- Remaining Commercial 1 trips assume as primary/divert trips for nearby Site and HHs in the sectors of urban west, northwest, central and southwest.

- Commercial 2&3 assume as primary/divert trips for nearby Site and HHs in the sectors of urban west and urban northwest.
- Combine all commercial trips and add to the initial 2049+Residential matrices then rebalance the development zones so total generation meets the 0.85trips/HH rate
- Initial run of models with new matrices to assign traffic and collect matrices of vehicles that pass, but do not visit Commercial 1, and travel on Dunns Crossing Road. This is then used as a passby demand function for the fuel station in Commercial 1 zone.
- The fuel station adjustment for passby in Commercial 1 completes the demand matrix adjustment process.

3.3 Model Network Adjustments

An iterative process ran the baseline network with the development demand matrices and assessed network operation for deficiencies. This informed adjustments to the development layout and commercial zone activity. It also informed the road infrastructure for the final model network with development. Previously identified or scheduled intersection upgrades were included where the development demand revealed a deficiency.

The main additional infrastructure inclusions are in the network adjustments noted in Section 3.1 being the dual roundabouts on Selwyn Road at Weedons Road and Lincoln Rolleston Road and traffic signals being included on Dunns Crossing Road at Lowes Road and Brookside Road. The general layouts for these intersections are shown in Figure 3.2 and Figure 3.3 respectively and the layout of the signalised intersection of Dunns Crossing Road / Granite Dr / Site access is also included in Figure 3.4 for information.

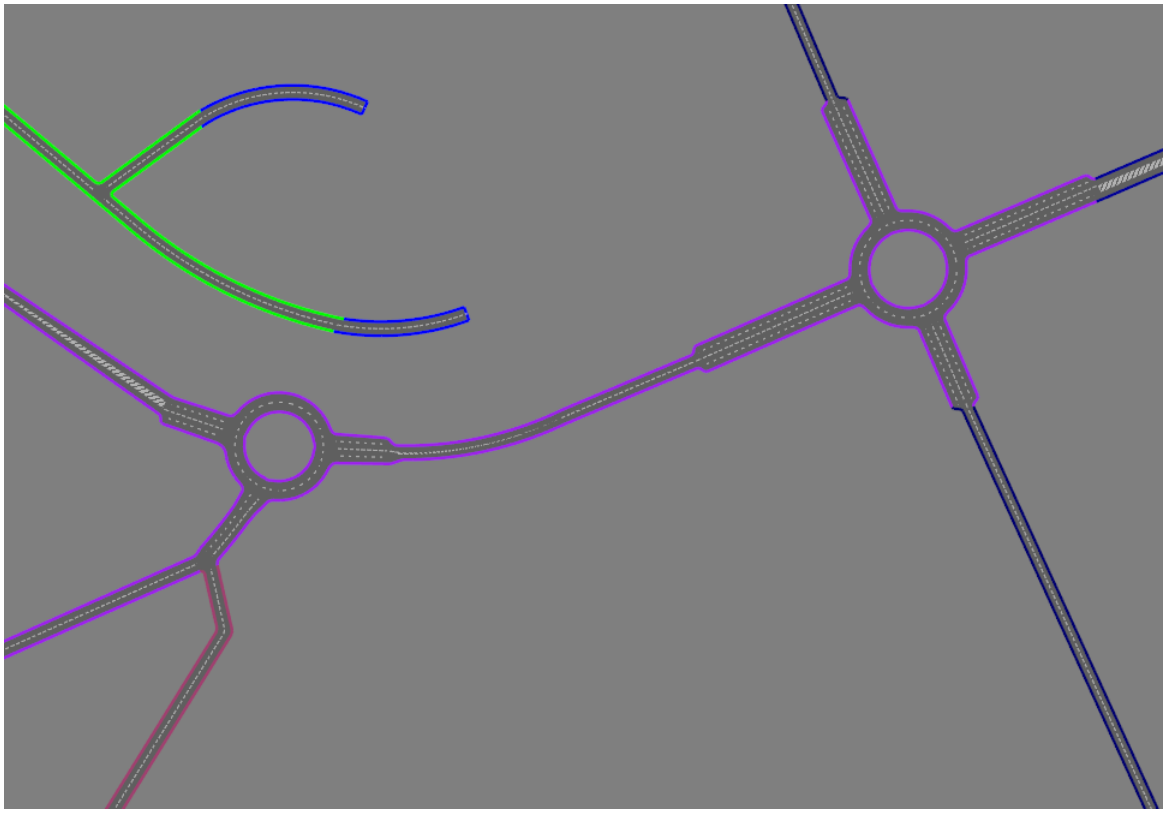


Figure 3.2 Modelled layout of dual roundabouts on Selwyn Road at Weedons Road and Lincoln Rolleston Road.

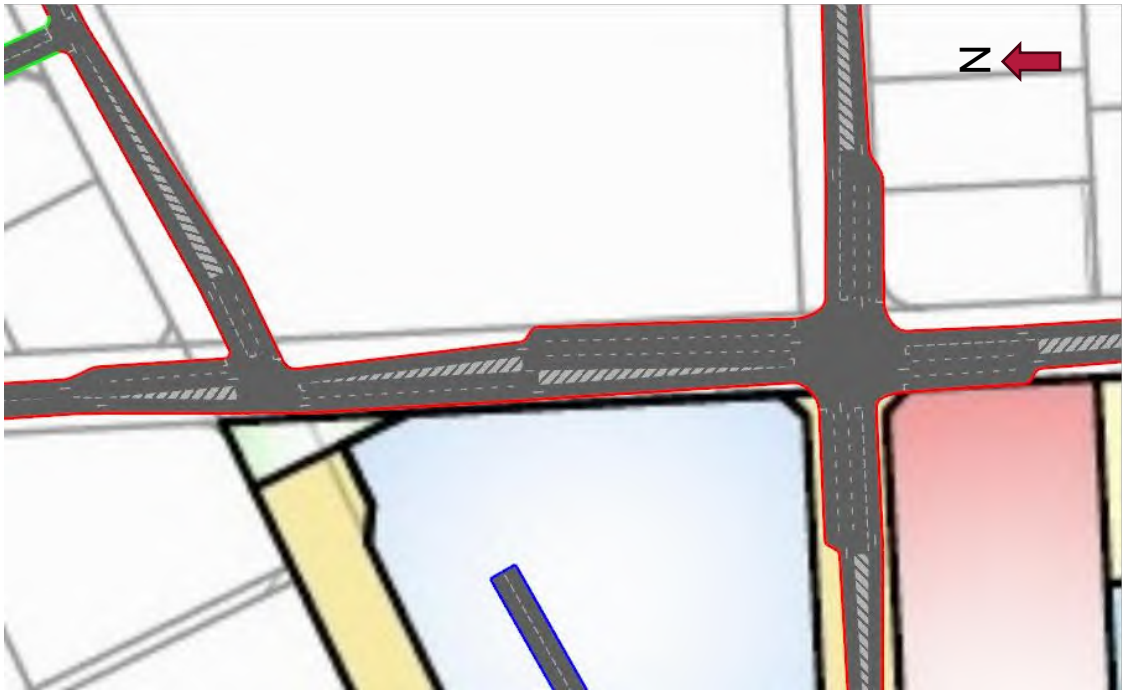


Figure 3.3 Modelled layout of signalised intersections on Dunns Crossing Road at Lowes/Brookside.



Figure 3.4 Modelled layout of signalised intersections on Dunns Crossing Road at Granite/Site Access.

The Dunns Crossing Road signals were optimised to run as a coordinated pair and with the future demand of the development the cycletime was set at 90 seconds. To support peak tidal flow along Dunns Crossing Road from Lowes Road to SH1, the other signals on the route were also set to a 90-second cycle time with optimised offsets. The phasing of the signals at each site were also optimised to suit the traffic patterns of the development scenario and tidal coordination as required.

4. Key Model Outputs

This section provides network flow charts and summary tables of the model outputs used to inform the transport assessment. It does not discuss the results or development effects; refer to the main transport assessment report for interpretation.

The first plots show peak hour traffic flows and their general distribution across the model. Labels are omitted for clarity; band thickness corresponds to hourly traffic flow. The morning peak hour with development is shown first in Figure 4.1 and then the change in flow from the baseline in Figure 4.2. This is repeated for the evening peak in Figure 4.3 and Figure 4.4.

Note the baseline demand matrix was run on the with-development road network. The change plots show traffic increases only, as decreases are typically minor and make the plots harder to read. The model includes changes in route choice over the entire model, so the change plots will include non-development traffic that may have shifted in route choice compared to the baseline run.



Figure 4.1 2028 with development morning peak hour traffic flow

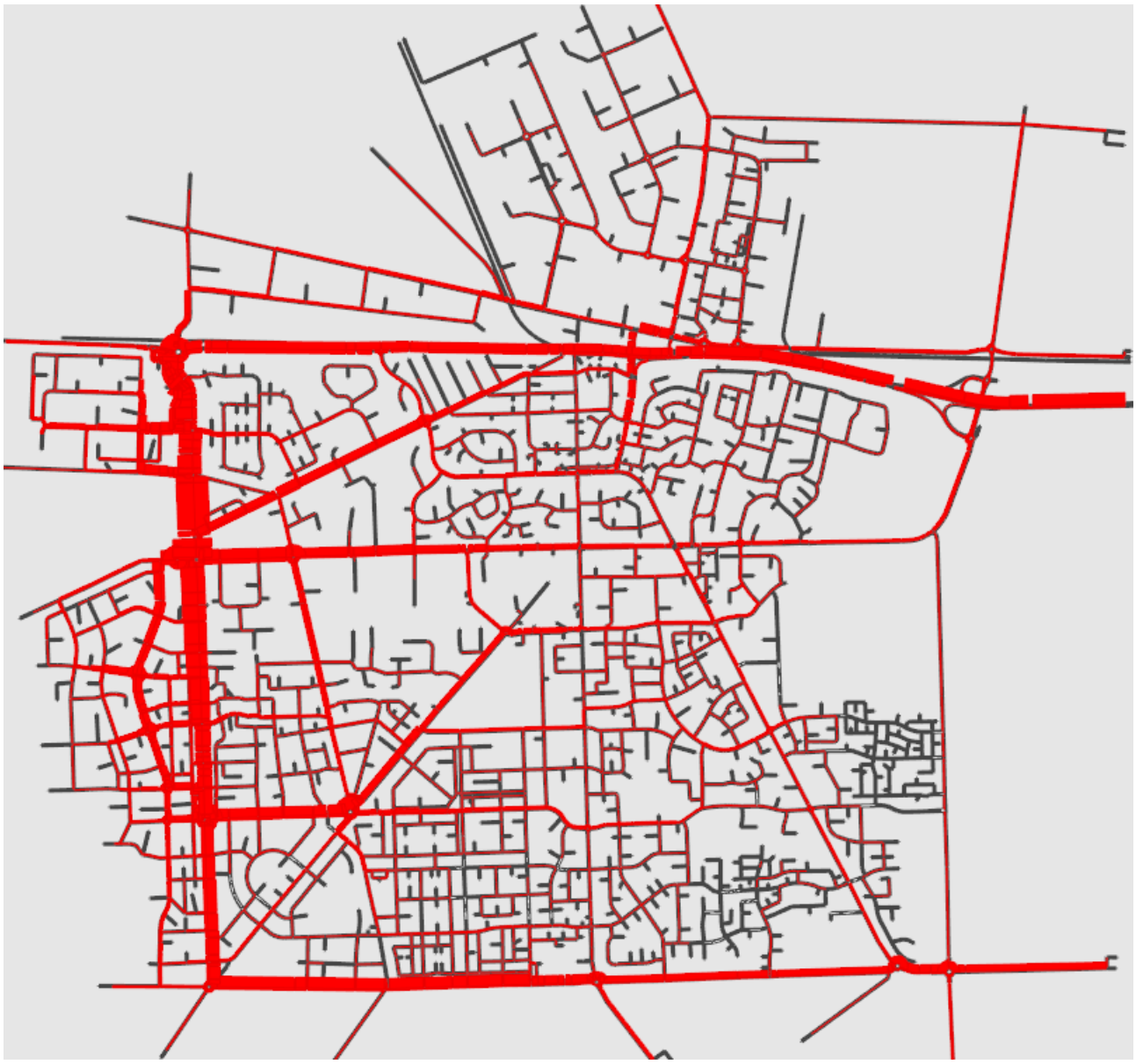


Figure 4.2 2028 with development morning peak hour traffic flow change from baseline (increase only)



Figure 4.3 2028 with development evening peak hour traffic flow

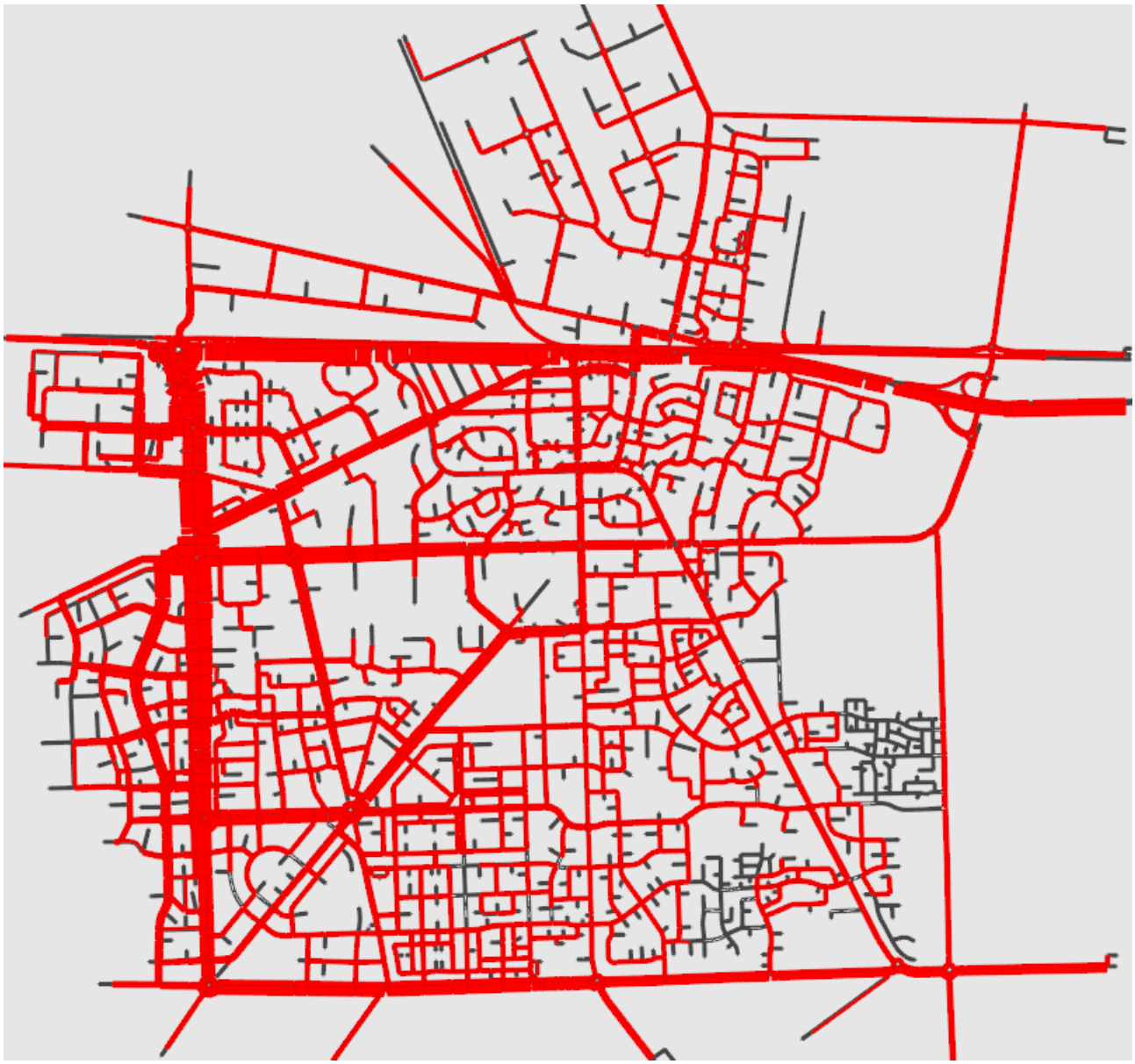


Figure 4.4 2028 with development evening peak hour traffic flow change from baseline (increase only)

Summaries of the network operation are shown in Table 4.1 and Table 4.2. These tables show the overall operation and traffic flow of intersections across the network and compare the development scenario against the baseline scenario with both demand sets run on the with development network.

As Dunns Crossing Road is central to the development, detailed turning-movement operation for key intersections from SH1 to Arbor Green Drive is shown in Table 4.3 to Table 4.10. These tables show the hourly operation across both peak periods for the 2028 with development scenario.

Table 4.1 Morning Peak Hour Intersection Operation Summary

AM PEAK	2028 Baseline Model (with Dev Network)				2028 Model with 5000HHs and 3 Commercial Areas				Change		
	Form	Volume	Avg Delay	LOS	Form	Volume	Avg Delay	LOS	Volume	Avg Delay	LOS
SH1 intersections											
SH1 / Dunns Crossing Road / Walkers Road	Roundabout	1939	7	A	Roundabout	2771	23	C	832	16	2
SH1 / Tennyson Street / Brookside Road	LILO	256	3	A	LILO	222	3	A	-34	0	0
Tennyson Street / Kidman Street / Byron Street	Roundabout	1080	10	B	Roundabout	1080	16	B	-1	5	0
Weedons Road interchange North Roundabout	Roundabout	1711	15	B	Roundabout	1765	71	E	54	56	3
Weedons Road interchange South Roundabout	Roundabout	1670	11	B	Roundabout	1750	14	B	79	3	0
Weedons Road combined (both roundabouts)	Full interchange	1331	29		Full interchange	1393	94		62	65	
Rolleston Drive intersections											
Rolleston Drive Flyover / Jones Road	Signals	2085	17	B	Signals	2499	19	B	414	2	0
Rolleston Drive / Kidman Street / Flyover	Signals	2050	17	B	Signals	2426	18	B	376	2	0
Rolleston Drive / Markham Way / Dryden Avenue	Signals	1627	21	C	Signals	1943	27	C	316	6	0
Rolleston Drive / Masefield Drive	Signals	1526	11	B	Signals	1702	12	B	176	1	0
Rolleston Drive / Tennyson Drive	Signals	1845	18	B	Signals	2034	22	C	189	4	1
Rolleston Drive / Brookside Road	Roundabout	1044	6	A	Roundabout	1488	22	C	444	16	2
Brookside Road intersections											
Brookside Road / Dunns Crossing Road	Priority	548	7	A	Signals	2245	31	C	1697	24	2
Brookside Road / Burnham School Road / East Maddisons Rd	Priority	518	5	A	Priority	1014	27	D	496	22	3
Brookside Road / Granite Road	Priority	703	7	A	Priority	1179	44	E	477	37	4
Lowes Road & Levi Road intersections											
Lowes Road / Dunns Crossing Road	Signals	592	15	B	Signals	2634	38	D	2042	23	2
Lowes Road / East Maddisons Road	Roundabout	733	4	A	Roundabout	1447	12	B	715	8	1
Lowes Road / Broadlands Drive	Priority	728	31	D	Priority	1126	32	D	399	1	0
Lowes Road / Tennyson Street / Springston Rolleston Road	Signals	1845	18	B	Signals	2034	22	C	189	4	1
Lowes Road / Masefield Drive / Levi Road / Lincoln Rollestor	Signals	1968	19	B	Signals	2306	27	C	338	8	1
Levi Road / Ruby Drive	Priority	1128	4	A	Priority	1272	7	A	145	3	0
Levi Road / Strauss Road	Priority	1163	56	F	Priority	1209	85	F	46	29	0
Levi Road / Weedons Road	Priority	1349	20	C	Priority	1402	43	E	54	23	2
Dunns Crossing Road intersections											
Dunns Crossing Road / Newman Road / PC73 Access	Priority	642	2	A	Priority	1823	62	F	1181	59	5
Dunns Crossing Road / Granite Drive / PC73 access	Signals	539	19	B	Signals	1835	32	C	1296	13	1
Dunns Crossing Road / Burnham School Road	Signals	407	11	B	Signals	1810	22	C	1403	10	1
Dunns Crossing Road / Brenley Drive / PC73 Skellerup Access	Priority	282	14	B	Priority	1245	22	C	963	8	1
Dunns Crossing Road / ODP12 Access / PC73 Skellerup Access	Priority	242	13	B	Priority	957	8	A	716	-5	-1
Dunns Crossing Road / PC70 Primary Road / PC73 Skellerup Ac	Roundabout	234	1	A	Roundabout	1246	6	A	1012	5	0
Dunns Crossing Road / PC70 Secondary Road / PC73 Skellerup	Priority	219	16	C	Priority	798	8	A	579	-8	-2
Dunns Crossing Road / Selwyn Road	Roundabout	481	3	A	Roundabout	1120	3	A	639	0	0
Selwyn Road intersections											
Selwyn Road / Springston Rolleston Road	Roundabout	1056	4	A	Roundabout	1493	5	A	438	1	0
Selwyn Road / Lincoln Rolleston Road	Roundabout	1265	5	A	Roundabout	1655	7	A	391	2	0
Selwyn Road / Weedons Road	Roundabout	1446	8	A	Roundabout	1852	12	B	406	4	1
Goulds Road intersections											
Goulds Road / Broadlands Drive	Roundabout	983	4	A	Roundabout	1262	7	A	280	3	0
Goulds Road / Dynes Road	Priority	711	7	A	Priority	1045	15	B	335	8	1
Goulds Road / Shillingford Boulevard / PC70 Primary Road (CF	Roundabout	965	3	A	Roundabout	1661	7	A	697	4	0
Springston Rolleston Road intersections											
Springston Rolleston Road / Broadlands Drive	Roundabout	1650	8	A	Roundabout	1764	16	B	114	8	1
Springston Rolleston Road / Lanner Drive / Dynes Road	Priority	1033	18	C	Priority	1162	24	C	130	6	0
Springston Rolleston Road / Ridgeway Avenue / Carmella Dri	Priority	854	8	A	Priority	881	10	B	27	2	1
Springston Rolleston Road / Ed Hillary Drive / Shillingford B	Roundabout	1163	4	A	Roundabout	1298	6	A	135	1	0
Lincoln Rolleston Road intersections											
Lincoln Rolleston Road / Broadlands Drive	Signals	1128	35	C	Signals	1382	34	C	254	0	0
Lincoln Rolleston Road / Branthwaite Drive	Roundabout	1073	6	A	Roundabout	1275	8	A	201	2	0
Lincoln Rolleston Road / Ed Hillary Drive	Roundabout	877	4	A	Roundabout	979	5	A	102	1	0
Jones Road intersections											
Two Chains Road / Walkers Road	Roundabout	358	3	A	Roundabout	431	3	A	73	0	0
Jones Road / Izone Drive	Priority	824	10	B	Priority	980	19	C	156	8	1
Jones Road / Iport Drive	Roundabout	729	3	A	Roundabout	894	3	A	165	0	0
Jones Road / Weedons Ross Road / Weedons Road	Roundabout	1483	13	B	Roundabout	1697	15	B	214	2	0
Izone intersections											
Hoskyns Road / Link Drive	Roundabout	1061	6	A	Roundabout	1257	8	A	196	2	0
Hoskyns Road / Iport Drive / Stoneleigh Drive	Roundabout	606	2	A	Roundabout	756	2	A	150	0	0
Link Drive / Iport Drive	Roundabout	480	2	A	Roundabout	514	2	A	34	0	0

Table 4.2 Evening Peak Hour Intersection Operation Summary

PM PEAK	2028 Baseline Model (with Dev Network)				2028 Model with 5000HHs and 3 Commercial Areas				Change		
	Form	Volume	Avg Delay	LOS	Form	Volume	Avg Delay	LOS	Volume	Avg Delay	LOS
SH1 intersections											
SH1 / Dunns Crossing Road / Walkers Road	Roundabout	1929	6	A	Roundabout	2837	13	B	908	7	1
SH1 / Tennyson Street / Brookside Road	LILO	344	2	A	LILO	531	5	A	187	3	0
Tennyson Street / Kidman Street / Byron Street	Roundabout	1095	6	A	Roundabout	1473	9	A	378	3	0
Weedons Road interchange North Roundabout	Roundabout	1203	3	A	Roundabout	1300	3	A	98	0	0
Weedons Road interchange South Roundabout	Roundabout	1742	18	C	Roundabout	1882	29	D	140	11	1
Weedons Road combined (both roundabouts)	Full interchange	1328	18		Full interchange	1450	25		123	7	
Rolleston Drive intersections											
Rolleston Drive Flyover / Jones Road	Signals	2010	16	C	Signals	2342	19	C	332	3	0
Rolleston Drive / Kidman Street / Flyover	Signals	1672	14	B	Signals	2003	15	B	331	0	0
Rolleston Drive / Markham Way / Dryden Avenue	Signals	1796	24	C	Signals	1936	32	C	141	8	0
Rolleston Drive / Masefield Drive	Signals	1728	16	C	Signals	1863	18	C	136	2	0
Rolleston Drive / Tennyson Drive	Signals	1928	21	C	Signals	2077	25	C	150	5	0
Rolleston Drive / Brookside Road	Roundabout	1293	8	A	Roundabout	1650	25	C	357	17	2
Brookside Road intersections											
Brookside Road / Dunns Crossing Road	Signals	432	9	A	Signals	2184	31	C	1753	22	2
Brookside Road / Burnham School Road / East Maddisons Rd	Priority	581	7	A	Priority	1205	40	E	624	33	4
Brookside Road / Granite Road	Priority	819	10	B	Priority	1373	53	F	554	43	4
Lowes Road & Levi Road intersections											
Lowes Road / Dunns Crossing Road	Signals	462	17	B	Signals	2693	29	C	2231	12	1
Lowes Road / East Maddisons Road	Roundabout	703	5	A	Roundabout	1552	13	B	849	8	1
Lowes Road / Broadlands Drive	Priority	595	28	D	Priority	1096	28	D	501	0	0
Lowes Road / Tennyson Street / Springston Rolleston Road	Signals	1928	21	C	Signals	2077	25	C	150	5	0
Lowes Road / Masefield Drive / Levi Road / Lincoln Rolleston	Signals	2169	18	B	Signals	2537	20	C	368	3	1
Levi Road / Ruby Drive	Priority	1299	2	A	Priority	1803	3	A	504	1	0
Levi Road / Strauss Road	Priority	1404	7	A	Priority	1509	13	B	105	5	1
Levi Road / Weedons Road	Priority	1552	31	D	Priority	1686	63	F	134	32	2
Dunns Crossing Road intersections											
Dunns Crossing Road / Newman Road / PC73 Access	Priority	684	1	A	Priority	2080	29	D	1396	28	3
Dunns Crossing Road / Granite Drive / PC73 access	Signals	524	21	C	Signals	1854	44	D	1330	23	1
Dunns Crossing Road / Burnham School Road	Signals	315	7	A	Signals	1638	15	B	1323	8	1
Dunns Crossing Road / Brenley Drive / PC73 Skellerup Access	Priority	224	2	A	Priority	1221	26	D	997	24	3
Dunns Crossing Road / ODP12 Access / PC73 Skellerup Access	Priority	195	2	A	Priority	931	11	B	736	9	1
Dunns Crossing Road / PC70 Primary Road / PC73 Skellerup Ac	Roundabout	182	1	A	Roundabout	1123	4	A	941	2	0
Dunns Crossing Road / PC70 Secondary Road / PC73 Skellerup	Priority	160	1	A	Priority	647	6	A	488	5	0
Dunns Crossing Road / Selwyn Road	Roundabout	429	2	A	Roundabout	936	3	A	507	1	0
Selwyn Road intersections											
Selwyn Road / Springston Rolleston Road	Roundabout	1105	4	A	Roundabout	1516	6	A	411	2	0
Selwyn Road / Lincoln Rolleston Road	Roundabout	1251	5	A	Roundabout	1567	5	A	316	0	0
Selwyn Road / Weedons Road	Roundabout	1423	8	A	Roundabout	1777	12	B	354	4	1
Goulds Road intersections											
Goulds Road / Broadlands Drive	Roundabout	802	3	A	Roundabout	1213	4	A	411	1	0
Goulds Road / Dynes Road	Priority	543	5	A	Priority	929	10	B	386	5	1
Goulds Road / Shillingford Boulevard / PC70 Primary Road (CF	Roundabout	712	3	A	Roundabout	1369	5	A	657	2	0
Springston Rolleston Road intersections											
Springston Rolleston Road / Broadlands Drive	Roundabout	1691	7	A	Roundabout	1930	12	B	239	5	1
Springston Rolleston Road / Dynes Road	Priority	1082	27	D	Priority	1127	44	E	45	18	1
Springston Rolleston Road / Ridgeway Avenue / Carmella Dri	Priority	842	6	A	Priority	859	6	A	17	0	0
Springston Rolleston Road / Ed Hillary Drive / Shillingford B	Roundabout	1089	3	A	Roundabout	1182	4	A	93	1	0
Lincoln Rolleston Road intersections											
Lincoln Rolleston Road / Broadlands Drive	Signals	1240	16	B	Signals	1420	16	B	179	1	0
Lincoln Rolleston Road / Branthwaite Drive	Roundabout	1021	6	A	Roundabout	1144	7	A	123	0	0
Lincoln Rolleston Road / Ed Hillary Drive	Roundabout	917	4	A	Roundabout	1036	4	A	119	0	0
Jones Road intersections											
Two Chains Road / Walkers Road	Roundabout	346	3	A	Roundabout	392	3	A	46	0	0
Jones Road / Izone Drive	Priority	702	6	A	Priority	803	8	A	101	2	0
Jones Road / Iport Drive	Roundabout	456	3	A	Roundabout	485	3	A	29	0	0
Jones Road / Weedons Ross Road / Weedons Road	Roundabout	1233	8	A	Roundabout	1340	8	A	107	0	0
Izone intersections											
Hoskyns Road / Link Drive	Roundabout	1061	6	A	Roundabout	1201	7	A	140	1	0
Hoskyns Road / Iport Drive / Stoneleigh Drive	Roundabout	698	2	A	Roundabout	806	2	A	108	1	0
Link Drive / Iport Drive	Roundabout	310	2	A	Roundabout	324	2	A	14	0	0

Table 4.3 Intersection Operation with Development – SH1/ Dunns Crossing Rd/ Walkers Rd Roundabout

Approach	Mvmt	07:00 to 08:00					08:00 to 09:00					16:00 to 17:00					17:00 to 18:00				
		Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS
Walkers Road North	Left	27	14	B	25	C	17	10	A	14	B	28	12	B	22	C	35	12	B	24	C
	Through	93	28	C			98	16	B			166	24	C			153	27	C		
	Right	24	26	C			24	12	B			34	26	C			33	24	C		
SH1 East	Left	193	5	A	8	A	212	5	A	7	A	643	7	A	8	A	752	11	B	14	B
	Through	662	8	A			662	7	A			616	10	A			671	16	B		
	Right	125	10	A			131	9	A			68	11	B			71	20	C		
Dunns Crossing Road South	Left	118	25	C	37	D	134	18	B	24	C	90	9	A	10	A	96	9	A	11	B
	Through	223	29	C			280	19	B			107	7	A			117	9	A		
	Right	662	42	D			534	28	C			244	12	B			257	12	B		
SH1 West	Left	114	13	B	23	C	133	11	B	16	B	47	3	A	7	A	58	4	A	8	A
	Through	299	18	B			227	14	B			418	7	A			364	7	A		
	Right	232	34	C			196	22	C			212	10	A			231	11	B		
Intersection Total		2771			23	C	2648			15	B	2670			10	A	2837			13	B

Table 4.4 Intersection Operation with Development – Dunns Crossing Rd/ Newmans Rd/ Comm1 Access

Approach	Mvmt	07:00 to 08:00					08:00 to 09:00					16:00 to 17:00					17:00 to 18:00				
		Flow	Avg Delay	LOS	Approach delay	Approach LOS	Flow	Avg Delay	LOS	Approach delay	Approach LOS	Flow	Avg Delay	LOS	Approach delay	Approach LOS	Flow	Avg Delay	LOS	Approach delay	Approach LOS
Dunns Crossing Road North	Left	32	1	A	6	A	31	1	A	4	A	128	1	A	3	A	182	2	A	5	A
	Through	397	1	A			409	1	A			755	2	A			804	4	A		
	Right	100	25	D			94	19	C			185	10	B			246	14	B		
Newmans Road East	Left	26	20	C	62	F	37	9	A	30	D	28	9	A	22	C	36	13	B	29	D
	Through	11	56	F			11	41	E			8	38	E			6	36	E		
	Right	61	80	F			57	41	E			35	29	D			41	43	E		
Dunns Crossing Road South	Left	210	6	A	9	A	240	5	A	6	A	189	3	A	4	A	222	3	A	4	A
	Through	711	10	A			678	7	A			235	4	A			256	4	A		
	Right	19	8	A			29	8	A			23	16	C			21	23	C		
PC73Nth Access West	Left	258	32	D	32	D	233	14	B	14	B	228	3	A	3	A	267	4	A	4	A
	Through																				
	Right																				
Intersection Total		1823			62	F	1818			30	D	1812			22	C	2080			29	D

Table 4.5 Intersection Operation with Development – Dunns Crossing Rd/ Granite Rd/ Site Access Signals

Approach	Mvmt	07:00 to 08:00					08:00 to 09:00					16:00 to 17:00					17:00 to 18:00				
		Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS
Dunns Crossing Road North	Left	106	17	B	20	B	88	17	B	19	B	147	28	C	27	C	149	33	C	36	D
	Through	215	18	B			251	19	B			431	30	C			500	40	D		
	Right	97	27	C			110	21	C			190	22	C			200	31	C		
Granite Road East	Left	56	40	D	41	D	65	38	D	38	D	57	45	D	38	D	56	53	D	46	D
	Through	19	39	D			18	43	D			46	49	D			63	57	E		
	Right	142	42	D			149	37	D			108	31	C			122	37	D		
Dunns Crossing Road South	Left	11	20	B	21	C	12	17	B	18	B	19	30	C	30	C	29	31	C	31	C
	Through	706	21	C			697	19	B			317	32	C			351	32	C		
	Right	32	16	B			46	13	B			49	19	B			61	22	C		
Homes Central Primary Access West	Left	111	78	E	65	E	94	58	E	54	D	29	67	E	67	E	25	81	F	82	F
	Through	80	73	E			92	59	E			98	70	E			114	95	F		
	Right	180	53	D			216	50	D			189	66	E			185	74	E		
Intersection Total		1753			32	C	1835			29	C	1678			37	D	1854			44	D

Table 4.6 Intersection Operation with Development – Dunns Crossing Rd/ Burnham School Rd Signals

Approach	Mvmt	07:00 to 08:00					08:00 to 09:00					16:00 to 17:00					17:00 to 18:00				
		Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS
Dunns Crossing Road North	Left	4	6	A	11	B	5	9	A	12	B	0	0	0	11	B	4	7	A	13	B
	Through	430	10	B			479	11	B			656	11	B			730	13	B		
	Right	7	34	C			12	57	E			6	29	C			5	18	B		
Burnham School Road East	Left	0	0	0	28	C	4	43	D	39	D	3	30	C	31	C	3	30	C	31	C
	Through	2	17	B			0	0	0			3	29	C			3	29	C		
	Right	5	31	C			3	34	C			2	36	D			2	36	D		
Dunns Crossing Road South	Left	115	14	B	16	B	211	21	C	23	C	202	13	B	13	B	229	13	B	14	B
	Through	708	17	B			771	24	C			375	14	B			432	14	B		
	Right	0	0	0			4	21	C			5	15	B			3	26	C		
Burnham School Road West	Left	35	35	C	41	D	28	34	C	32	C	8	23	C	26	C	8	22	C	28	C
	Through	17	44	D			16	34	C			8	34	C			11	23	C		
	Right	246	42	D			279	32	C			171	25	C			209	28	C		
Intersection Total		1568			19	B	1810			22	C	1437			14	B	1638			15	B

Table 4.7 Intersection Operation with Development – Dunns Crossing Rd/ Brookside Rd Signals

Approach	Mvmt	07:00 to 08:00					08:00 to 09:00					16:00 to 17:00					17:00 to 18:00				
		Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS
Dunns Crossing Road North	Left	51	10	B	16	B	59	12	B	18	B	21	16	B	22	C	23	29	C	36	D
	Through	625	16	B			751	18	B			798	23	C			942	36	D		
Brookside Road East	Left	142	28	C	28	C	148	31	C	31	C	334	37	D	38	D	325	73	E	73	E
	Right	4	60	E			0	0	A			3	71	E			0	0	0		
Dunns Crossing Road South	Through	833	5	A	7	A	969	5	A	8	A	585	6	A	9	A	664	6	A	10	B
	Right	300	15	B			319	18	B			236	18	B			231	22	C		
Intersection Total		1954			12	B	2245			31	C	1976			20	B	2184			31	C

Table 4.8 Intersection Operation with Development – Dunns Crossing Rd/ Lowes Rd /Site Access Signals

Approach	Mvmt	07:00 to 08:00					08:00 to 09:00					16:00 to 17:00					17:00 to 18:00				
		Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS
Dunns Crossing Road North	Left	304	4	A	7	A	361	5	A	8	A	258	7	A	10	B	301	8	A	11	B
	Through	312	11	B			371	12	B			534	12	B			578	13	B		
	Right	161	24	C			176	37	D			348	20	C			402	26	C		
Lowes Road East	Left	29	35	D	34	C	34	32	C	34	C	71	51	D	52	D	91	65	E	77	E
	Through	62	33	C			86	35	D			111	53	D			135	86	F		
	Right	157	34	C			197	48	D			162	36	D			166	54	D		
Dunns Crossing Road South	Left	77	32	C	45	D	76	34	C	46	D	64	17	B	27	C	75	20	C	29	C
	Through	639	47	D			719	48	D			434	29	C			493	31	C		
	Right	101	70	E			99	66	E			68	41	D			74	54	D		
Lowes Road West	Left	342	52	D	54	D	370	59	E	62	E	226	20	C	26	C	235	21	C	27	C
	Through	110	61	E			118	69	E			89	42	D			97	41	D		
	Right	28	51	D			26	55	E			56	30	C			48	32	C		
Intersection Total		2321			35	D	2634			38	D	2420			24	C	2693			29	C

Table 4.9 Intersection Operation with Development – Dunns Crossing Rd/ Brenley Dr /Site Access

Approach	Mvmt	07:00 to 08:00					08:00 to 09:00					16:00 to 17:00					17:00 to 18:00				
		Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS
Dunns Crossing Road North	Left	45	0	A	1	A	55	0	A	2	A	41	1	A	2	A	58	1	A	3	A
	Through	306	1	A			365	1	A			333	1	A			367	2	A		
	Right	38	5	A			51	5	A			85	6	A			94	8	A		
Brenley Drive East	Left	19	10	A	17	C	22	13	B	22	C	23	11	B	17	C	17	22	C	26	D
	Through	15	15	C			17	15	B			24	20	C			41	23	C		
	Right	42	20	C			39	31	D			46	19	C			62	29	D		
Dunns Crossing Road South	Left	17	0	A	1	A	10	0	A	1	A	13	0	A	1	A	14	0	A	1	A
	Through	348	1	A			412	1	A			400	1	A			472	1	A		
	Right	18	6	A			23	6	A			17	4	A			19	7	A		
Skellerup North Primary Access West	Left	126	7	A	13	B	141	13	B	19	C	54	6	A	10	B	50	8	A	13	B
	Through	54	24	C			56	27	D			17	18	C			16	23	C		
	Right	40	16	C			55	25	D			16	17	C			12	24	C		
Intersection Total		1065			17	C	1245			22	C	1067			17	C	1221			26	D

Table 4.10 Intersection Operation with Development – Dunns Crossing Rd/ Arbor Green Dr (PC70) /Site Access Roundabout

Approach	Mvmt	07:00 to 08:00					08:00 to 09:00					16:00 to 17:00					17:00 to 18:00				
		Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS	Flow	Avg Delay	LOS	App delay	App LOS
Dunns Crossing Road North	Left	88	6	A	6	A	123	9	A	8	A	79	3	A	3	A	77	3	A	3	A
	Through	233	6	A			305	8	A			174	3	A			204	3	A		
	Right	17	5	A			12	7	A			15	2	A			19	2	A		
PC70 Primary Road East	Left	27	4	A	3	A	37	6	A	5	A	32	3	A	2	A	45	3	A	3	A
	Through	52	3	A			63	5	A			130	3	A			175	3	A		
	Right	47	3	A			75	5	A			103	2	A			144	3	A		
Dunns Crossing Road South	Left	28	2	A	2	A	31	2	A	2	A	46	3	A	4	A	50	5	A	5	A
	Through	178	2	A			208	2	A			225	4	A			260	5	A		
	Right	28	3	A			28	3	A			13	4	A			13	5	A		
PC73 Primary Road West	Left	48	4	A	4	A	47	4	A	5	A	34	4	A	3	A	38	5	A	5	A
	Through	173	4	A			228	5	A			86	3	A			79	5	A		
	Right	49	5	A			88	6	A			19	4	A			21	4	A		
Intersection Total		965			4	A	1246			6	A	956			3	A	1123			4	A

This document has been produced for the sole use of our client. Any use of this document by a third party is without liability and you should seek independent advice. © Abley Limited 2026. No part of this document may be copied without the written consent of either our client or Abley Limited. Refer to https://abley.com/output-terms-and-conditions for output terms and conditions.

Auckland
Level 1/70 Shortland Street
Auckland 1010
Aotearoa New Zealand

Wellington
Level 2/57 Willis 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 3 667 7821
abley.com

Appendix 7

Transport Compliance Assessment

Partially Operative Selwyn District Plan

TRAN - Transport

TRAN-Rules	
TRAN-R1 Works and Activities in a Land Transport Corridor	
All Zones	
Activity status: PER	
1. Land transport infrastructure works or activities within a land transport corridor Where: a. they are undertaken by, on behalf of, or pursuant to authorisation from, a road controlling authority; or b. they are being undertaken in accordance with an approved subdivision consent; or c. are subject to a designation listed in this District Plan. And this activity complies with the following rule requirements: TRAN-REQ1 Location of Works TRAN-REQ19 Land Transport Infrastructure Formation Standards TRAN-REQ21 Road Formation in PREC6 - Rolleston Industrial Precinct TRAN-REQ24 Signage TRAN-REQ25 Lighting TRAN-REQ26 Noise TRAN-REQ27 Water Body Setbacks NH-REQ4 Natural Hazards and Earthworks NH-REQ6 Natural Hazards and Land Transport Infrastructure ECO-REQG Earthworks and Ecosystems and Indigenous Biodiversity	Does not comply with TRAN-REQ19 (Land Transport Infrastructure Formation Standards). Assumed to comply with TRAN-REQs 24 to 27, NH-REQ4 & 6 and ECO-REQG.
2. When compliance with any of TRANR1.1 is not achieved: DIS	**Discretionary**

TRAN-R2 Creation of a New Land Transport Corridor	
All Zones	
Activity status: PER 1. The creation of a new or expansion to an existing land transport corridor Where: The new or expanded land transport corridor: a. is to be vested or dedicated in the road controlling authority; and b. is not located within a ONL or VAL; and c. is not located with a Site or Area of Significance to Māori; and d. is not located within the Coastal Environment Overlay; and e. is not located within a significant natural area; and f. is not within a heritage item setting, or the area includes a heritage item; and g. area does not include a notable tree; and h. does not result in a land transport corridor connecting to a state highway. And this activity complies with the following rule requirements: TRAN-REQ18 Land Transport Corridor Creation Standards TRAN-REQ20 Intersection Spacing TRAN-REQ27 Water Body Setbacks NH-REQ5 Natural Hazards and Infrastructure NH-REQ6 Natural Hazards and Land Transport Infrastructure	Does not comply with TRAN-REQ20 (Intersection Spacing). Assumed to comply with TRAN-REQ27, NH-REQs5 & 6.
2. When compliance with any of TRANR2.1 is not achieved: DIS	**Discretionary**

TRAN-R4 Vehicle Crossings	
CMUZ GIZ KNOZ PORTZ RESZ	
Activity status: PER 5. The establishment of a vehicle crossing Where: a. the vehicle crossing: i. is located in PREC6 - Rolleston Industrial Precinct and generates no more than 250vm/d; or ii. provides shared access to sites which cumulatively generate no more than 250vm/d; or iii. otherwise provides access to a single site (outside PREC6 - Rolleston Industrial Precinct). And the activity complies with the following rule requirements: TRAN-REQ2 Vehicle Crossing Access Restrictions TRAN-REQ3 Number of Vehicle Crossings TRAN-REQ4 Siting of Vehicle Crossings TRAN-REQ5 Vehicle Crossing Design and Construction TRAN-REQ6 Vehicle Crossing Surface	Does not comply with TRAN-REQ2 (Vehicle Crossing Access Restrictions) Does not comply with TRAN-REQ4 (Siting of Vehicle Crossings).
6. When compliance with any of TRANR4.5 is not achieved: RDIS	**Restricted Discretionary**

TRAN-R5 Vehicle Accessways	
All Zones	
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	**Restricted Discretionary** Does not comply with TRAN-REQ7 (Accessway Design, Formation and Use). Assumed to comply with NH-REQ4.

TRAN-R6 Parking, Manoeuvring and Loading Areas	
All Zones	
1. Any parking, manoeuvring and loading areas associated with a residential activity.	**Permitted** To be confirmed upon development of sites.

TRAN-R8 High Trip Generating Activities	
RESZ GRUZ CMUZ GIZ CHVZ CORZ FHSVZ GRAZ HOHZ KNOZ MPZ PORTZ PRZ TEZ	
2. When compliance with any of TRAN-R8.1 is not achieved: RDIS	**Restricted Discretionary** The activity proposed in the Holmes Commercial Block requires consent under this Rule.

TRAN-Rule Requirements

TRAN-REQ1 Location of Works

All Zones

1. The forming of any road on land shall have:

a. an average slope of less than 20 ; and b. a gradient no steeper than 1:6 vertical.	**Complies** Assumed to comply

All Zones

3. The land transport infrastructure works or activity comply with:

a. HH-R1 Maintenance or Repairs; b. HH-R2 Earthquake Strengthening; c. HH-R3 Alterations and Repairs; d. HH-R7 Partial Demolition; and e. HH-R8 Demolition.	**Complies** Assumed to comply

All zones

5. The land transport infrastructure works or activity comply with:

a. TREE-R1 Maintenance Pruning; b. TREE-R2 Gardening and Cultivation; c. TREE-R3 Activities Close to Scheduled Notable Trees; d. TREE-R4 Unsafe Scheduled Notable Trees; e. TREE-R5 Scheduled Notable Trees close to Power Lines; f. TREE-R6 Fixing to a Scheduled Notable Tree; and g. TREE-R7 Destruction or Removal.	**Complies** Assumed to comply

All Zones

7. The land transport infrastructure works or activity comply with:

a. ECO-RC Indigenous Vegetation Clearance outside of Significant Natural Areas b. ECO-RD Indigenous Vegetation Clearance within Significant Natural Areas c. ECO-R3 Potential Pest Species	**Complies** Assumed to comply

TRAN-REQ2 Vehicle Crossing Access Restrictions

RESZ CMUZ GIZ KNOZ PORTZ

Infringes

1. A vehicle crossing shall not be formed on an arterial road where the posted speed limit is 60km/hr or more. a. [deleted] a. [deleted] a. [deleted]	The speed limit on Dunns Crossing Road (an Arterial Road) is 80km/h south of the intersection with Arbor Green Boulevard. Vehicle crossings are proposed on Dunns Crossing Road past this point.

TRAN-REQ3 Number of Vehicle Crossings

RESZ CMUZ GIZ (excluding PREC6)

1. There is a maximum of one vehicle crossing per site except where: a. the site has frontage to a collector road or local road, there may be a maximum of two vehicle crossings per site if each vehicle crossing is a single exit or entry (one-way flow); or b. the site has a road frontage of more than 100m in length, there may be a maximum of three vehicle crossings per site; or c. access can be obtained to either road where the site accesses a collector road or local road, but not both; and d. the road is maintained by a road controlling authority.	**Complies** Complies once subdivision has occurred.

TRAN-REQ4 Siting of Vehicle Crossings

All Zones

1. Vehicle crossing(s) shall:	
a. comply with TRAN-TABLE4 - Vehicle Crossing Distances from Intersections as illustrated in TRAN-DIAGRAM1 - Accessway Separation from Intersections; and	**Infringes** Non-compliances have been identified for: i. Right of Way to Lots 5412 / 5413 is approximately 19m from an intersection; ii. Right of Way to Lots 7462 / 7463 is approximately 17m from an intersection; iii. Right of Way to Lots 2094 / 2095 is within an intersection; iv. Right of Way to Lots 2098 / 2099 is approximately 13m from an intersection; v. Right of Way to Lots 2106 / 2107 is approximately 16m from an intersection; vi. Access Lot 251 is approximately 7m from an intersection; and vii. Lots adjacent to Brookside Road (west of the realignment).
b. be located a minimum distance of 10m from the end of any splitter or approach island to a roundabout; and	**Complies** Complies, as no new roundabouts are proposed.
c. comply with TRAN-TABLE5 – Vehicle Crossing Sight Distance Measurements and Values; and	**Infringes**

	The road alignments are generally straight such that compliance is anticipated for most Lots. However, Lots close to bends may not be able to comply.
d. not be formed within a State Highway.	**Complies** The subdivision is not next to a state highway
All Zones	
5. Vehicle crossing(s) shall be no closer than 30m to the intersection of any railway line when measured from the nearest edge of the vehicle crossing to the limit line at the level rail crossing.	**Complies** There are no railway lines within the vicinity
All Zones	
9. Where a vehicle crossing(s) is to be formed it shall comply with the minimum access separation distances listed in TRAN-TABLE6A - Accessway Separation from Other Accessways.	**Infringes** Vehicle crossings are proposed on Dunns Crossing Road within the existing 80km/h speed limit area. This requires 100m separation between accesses, which is not proposed.
TRAN-REQ5 Vehicle Crossing Design and Construction	
RESZ CMUZ GIZ DPZ KNOZ PORTZ	
1. Vehicle crossing design and construction shall comply with TRAN-TABLE6 - Vehicle Crossing Width Requirements and illustrated in TRAN-DIAGRAM3 - Vehicle Crossing Widths and Separation Distances.	**Complies** Vehicle crossings can comply with the requirements of vehicle crossing widths between 3 and 6m.
TRAN-REQ6 Vehicle Crossing Surface	
All Zones	
1. Vehicle crossings where they adjoin a sealed carriageway shall be sealed for the full width and length of the vehicle crossing between the carriageway and the site boundary.	**Complies** Will comply.
TRAN-REQ7 Accessway design, formation and use	
GRZ LRZ MRZ SETZ GRUZ GIZ CHVZ CORZ FHSVZ HOHZ KNOZ PORTZ	
1. Accessway(s) shall:	
a. be formed to comply with the design requirements listed in TRAN-TABLE3 - Minimum Requirements for Accessways and TRAN-TABLE6A - Accessway Separation from Other Accessways; and	**Infringes** Accessways to two to three dwellings will have a legal width of 4m, compared to a requirement for 4.5m. The accessway to six dwellings has a legal width of 4m (6.5m required) and formed width of 3.6m (4.5m required).
b. have a minimum height clearance of 4.5m; and	**Complies** Will comply
	Complies

8. Formed accessway widths are no greater than the maximum vehicle crossing width listed in TRAN-TABLE6 - Vehicle Crossing Width Requirements. 9. Every accessway serving more than two sites are formed and sealed.	Vehicle crossings can comply with the requirements of vehicle crossing widths between 3 and 6m.
14. Where access is shared to more than six sites this shall be via a road.	**Infringes** The Laneways will serve more than six sites and are not roads. Access Lot 751 serves seven dwellings and Access Lot 756 serves 11 dwellings.
TRAN-REQ8 Location of Parking Spaces	
RESZ	
1. All parking areas shall be on the same site from where the activity operates.	**Complies** Can Comply
TRAN-REQ9 On-site Parking	
RESZ CMUZ GIZ PREC11	
1. On-site parking spaces are formed to comply with the minimum dimensions listed in TRAN-TABLE10 - Minimum Parking Area Dimensions and illustrated in TRAN-DIAGRAM13 - Parking Area Formation Dimensions.	**Complies** Can Comply
2. On-site parking in the RESZ for a residential activity are formed to comply with the minimum dimensions listed in TRAN-TABLE11 - Parking - Minimum Internal Dimensions - All Residential Activities.	**Complies** Can Comply
3. The entrance to any single garage has a minimum width of 2.4m.	**Complies** Can Comply
TRAN-REQ10 Mobility Parking	Can Comply
All Zones	
1. All activities shall provide the following number of mobility parking spaces: a. one mobility parking space with the first 20 vehicle parking spaces provided; b. not less than two mobility parking spaces for up to 49 vehicle parking spaces provided; and c. one additional mobility park space for every additional 50 parking spaces provided. 2. All mobility parking spaces shall comply with the design requirements listed in TRAN-TABLE10 - Minimum Parking Area Dimensions and illustrated in TRAN-DIAGRAM13 - Parking Area Formation Dimensions.	**Complies**

TRAN-REQ11 Cycle Parks and Facilities	
RESZ CMUZ GIZ PREC11	
1. All activities shall comply with: a. the cycle space rates listed in TRAN-TABLE9 - Number of Cycle Spaces in All Zones; and b. each space shall have a cycle Stand or Parking Rack System which complies with TRAN-DIAGRAM14 - Cycle stands and parking rack systems; and c. all spaces, stands, and racks shall be: i. established on the same site as the activity; ii. located as close as practicable to the buildings main entrance; iii. clearly visible to cyclists entering the site; and iv. well-lit and secure.	**Complies** Can Comply

TRAN-REQ12 Vehicle Loading Areas	Can Comply
RESZ CMUZ GIZ PREC11	
1. Each site that is used for a non-residential activity that generates more than 4hvm/d shall provide one on-site loading space. 2. No loading area shall obstruct any onsite parking area or any vehicle or pedestrian access.	**Complies**

TRAN-REQ13 Parking and Loading Area Gradients	
All Zones	
1. The gradient for any on-site parking or loading area surface for any non-residential activity is no more than: a. 1:16 (6.25%) at 90 to the angle of the vehicle park; and b. 1:20 (5%) when parallel to the angle of the vehicle park.	**Complies** Can Comply

TRAN-REQ14 Maximum Access Gradients to Parking Areas	Can Comply
All Zones	
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.	**Complies**

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.	
TRAN-REQ15 Queuing Spaces	Can Comply
RESZ CMUZ GIZ RESZ PREC11	
1. An on-site queuing space is provided for all vehicles entering or exiting any parking or loading area. 2. The length of the queuing space shall comply with the dimensions listed in TRAN-TABLE12 - Parking and Loading Area Queuing Space Lengths.	**Complies**
TRAN-REQ16 Vehicle manoeuvring	Can Comply
All Zones	
1. All activities shall provide sufficient onsite manoeuvring to ensure that vehicles do not reverse either onto or off a site which has access: a. to a State Highway or arterial road; or b. to a collector road where three or more vehicle parking spaces are provided; or c. to an accessway that serves a site with six or more vehicle parking spaces. 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.	**Complies**
TRAN-REQ18 Land Transport Corridor Creation Standard	
All zones	
1. All land transport corridors shall comply with the legal widths listed in TRAN-TABLE7 - Road Formation Standards, unless provided for in TRAN-REQ18.3 or TRAN-REQ18.5.	**Complies** The legal widths comply.
TRAN-REQ19 Land Transport Infrastructure Formation Standards	
RESZ CMUZ GIZ	
1. Land transport infrastructure shall be formed to the standards contained in TRAN-TABLE7 - Road Formation Standards, except that roads in PREC6 - Rolleston Industrial Precinct are formed in accordance with TRAN-DIAGRAM9 - PREC6 - Rolleston Industrial Precinct Boulevard Road Options and TRAN-DIAGRAM10 - PREC6 - Rolleston Industrial Precinct Secondary Roads. 2. Footpaths shall be constructed as a sealed strip within the berm of the road. 3. All areas of the berm that are not sealed in footpath shall be maintained in grass or landscaping.	**Discretionary** Dunns Crossing Road is an Arterial Road and requires a minimum 13m carriageway, whereas 9.1m to 11.1m is proposed. Brookside Road is a Local Road and has a legal width of 25.6m (compared to 20m maximum permitted) and a carriageway width of 9m (compared to a maximum of 8m permitted). Edwards Road is a Local Road and has an existing legal width of 20.1m (compared to 20m maximum permitted) and a proposed carriageway width of 9m (compared to a maximum of 8m permitted). Selwyn Road is a Local Road and has a proposed

4. Footpaths shall be formed on both sides of local roads in locations where: a. The road is shown on an ODP; or b. The road adjoins a site that contains, or is proposed through the subdivision to contain, small site development or comprehensive development.	carriageway width of 11m (compared to a maximum of 8m permitted). Burnham School Road is a Local Road and has an existing legal width of 20.1m (compared to 20m maximum permitted) and a proposed carriageway width of 10.5m (compared to a maximum of 8m permitted). 18m Local Major Roads have carriageway widths of 9m, whereas a maximum carriageway width of 8m is permitted in the GRZ. Footpaths will be constructed as a sealed strip in the berm. Areas of the berm that are not sealed will be maintained as grass or landscaping. Footpaths (or shared paths) will be provided both sides of the road.
6. Where a cul de sac is formed it shall comply with the local road (in all other RESZ) standards listed in TRAN-TABLE7 - Road Formation Standards, and include: a. a maximum length of 150m; b. a walking and cycling connection to a through road that is not to another cul de sac and is a minimum average width of 6m, and is a minimum width of 4m; c. a turning head with a minimum diameter of 22m measured from the kerb to the kerb; and d. line of sight to adjoining roads.	Roads 006 and 039 in the Holmes Block terminate in the Balance Lot, which does not provide a walking or cycling through connection. Cul-de-sac length are less than 150m and a turning head of 22m is provided. All cul-de-sac heads can be seen from the adjoining road network.

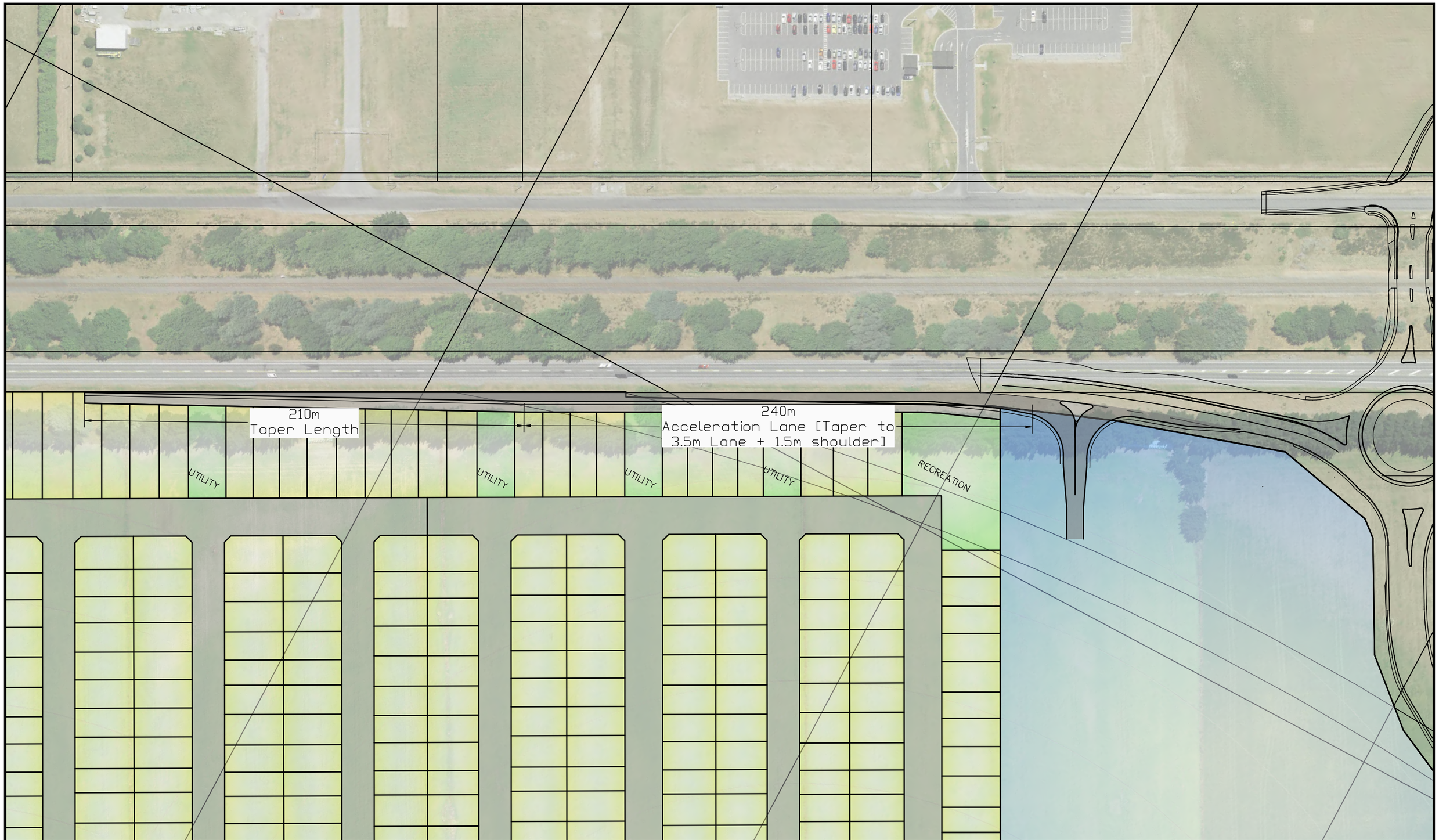
TRAN-REQ20 Intersection Spacing

All Zones (excluding PREC6)

1. The spacing between road intersections complies with the separation distances listed in TRAN-TABLE8 - Minimum Distances Between Intersections.	**Infringes** 123m spacing is required for all intersections on Arterial Roads and Collector Roads where the speed limit is 50km/h. Less than this is proposed.
2. Where new roads are proposed on a site subject to any ODP:	
a. the intersection spacing is designed for the proposed (future) speed limit within the ODP area and on immediately adjoining roads.	**Infringes** The site is subject to an ODP and the above assessment assumes that the speed limit of Dunns Crossing Road will be reduced to 50km/h for the full length of the subdivision.

Appendix 8

SH1 Slip Lane Concept Design



novo group
Planning. Traffic. Development.

Novo Group Limited
PO Box 365
Christchurch 8014

NovoGroup.co.nz

Rolleston West Fast Track
Rolleston West Residential Ltd

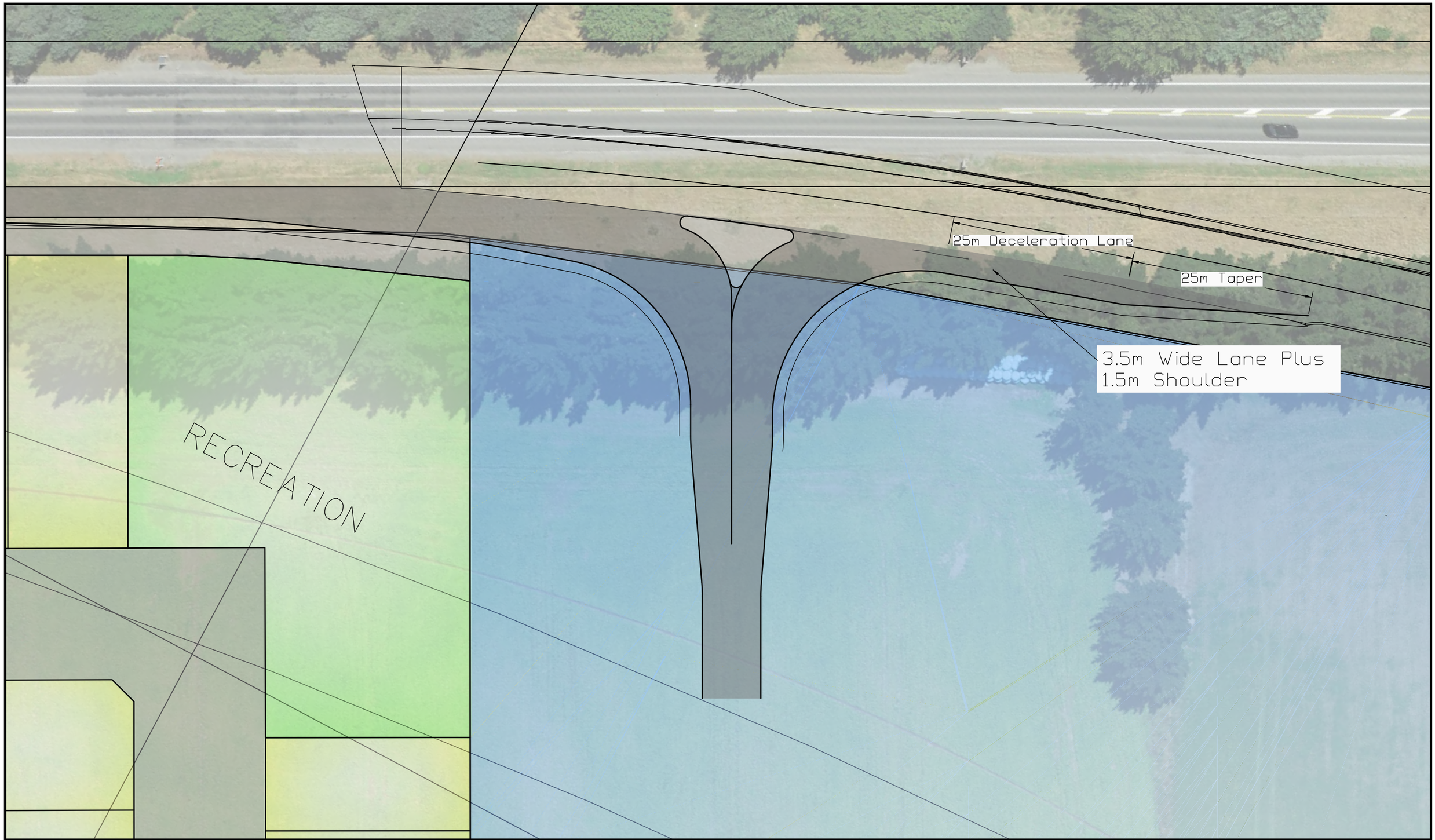
Commercial Area SH1 Slip Lane Arrangement: Overview

For Information

Drawing: 0021-056 - Rolleston West Fast Track - SK100X-B

Sheet
0021-056-SK2001-B

Scale @A3 1/1,750
Date 23/10/2026
By N Fuller
Project # 0021-056



novo group
Planning. Traffic. Development.

Novo Group Limited
PO Box 365
Christchurch 8014

NovoGroup.co.nz

Rolleston West Fast Track
Rolleston West Residential Ltd

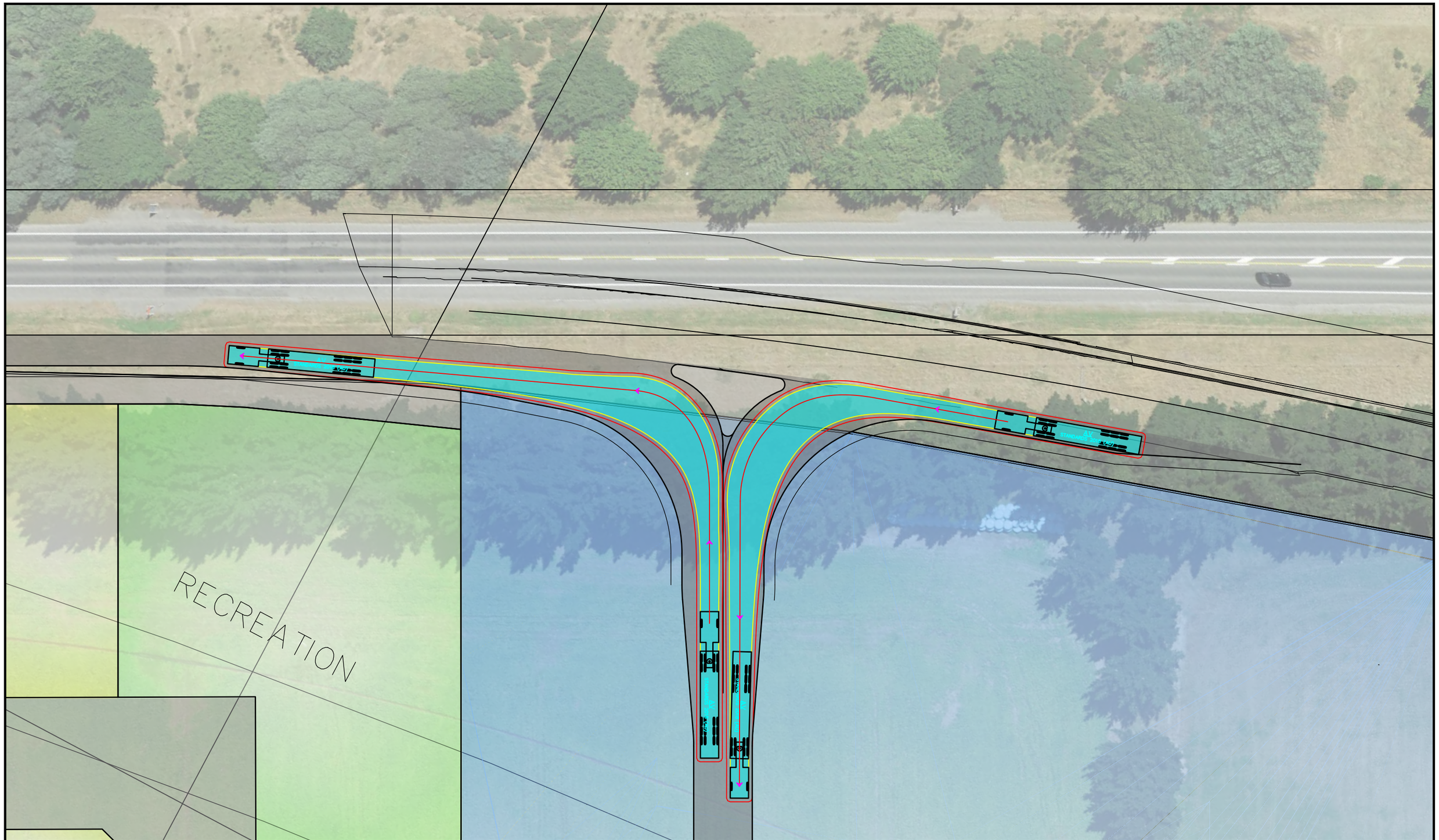
Commercial Area SH1 Slip Lane Arrangement: Detail

For Information

Drawing: 0021-056 - Rolleston West Fast Track - SK100X-B

Sheet
0021-056-SK2002-B

Scale @A3 1/500
Date 23/10/2026
By N Fuller
Project # 0021-056



novo group
Planning. Traffic. Development.

Novo Group Limited
PO Box 365
Christchurch 8014

NovoGroup.co.nz

Rolleston West Fast Track
Rolleston West Residential Ltd

Commercial Area SH1 Slip Lane Arrangement: Semi-Trailer Tracking

For Information

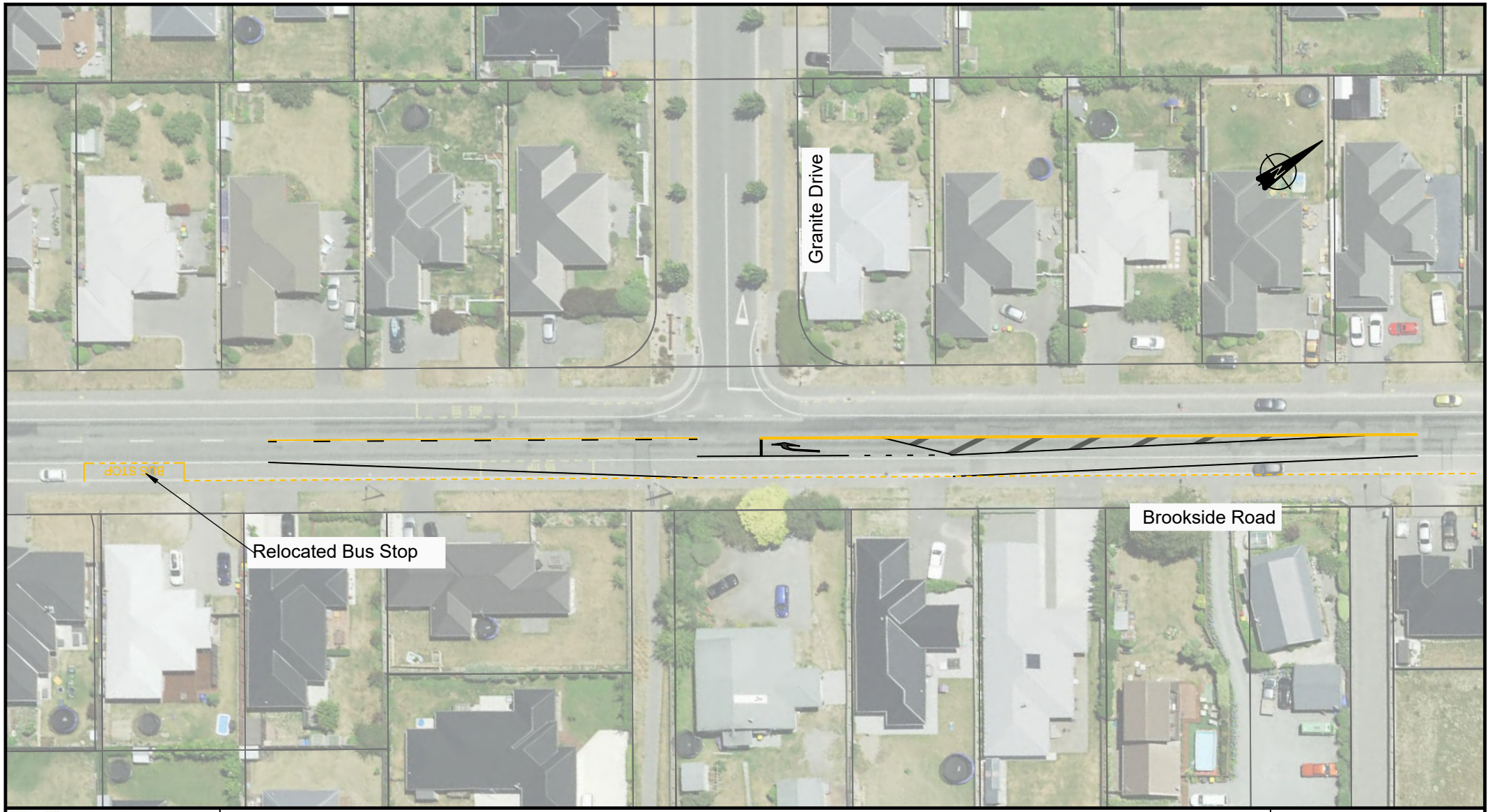
Drawing: 0021-056 - Rolleston West Fast Track - SK100X-B

Sheet
0021-056-SK2003-B

Scale @A3 1/500
Date 23/10/2026
By N Fuller
Project # 0021-056

Appendix 9

Brookside Road / Granite Drive Intersection Upgrade



Westhaven Residential Development
Carter Group Ltd

Brookside Road / Granite Drive Concept Upgrade

For Information

Drawing: **0021-056 - Westhaven - DWD100X-A**

Novo Group Limited
PO Box 365
Christchurch 8014

NovoGroup.co.nz

Sheet
0021-056-DWD1004-A

Scale @A4 1:750
Date 31/07/2026
By N Fuller
Project #0021-056