

08 September 2026

Carter Group Ltd
c/- Novo Group

Novo Group Limited
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
0 - 03 365 5570
info@novogroup.co.nz

Attention: Tim Walsh

By email: [REDACTED]

Dear Tim,

ŌHOKA FAST TRACK APPLICATION TRANSPORT RESPONSE TO INITIAL COUNCIL FEEDBACK

1. Further to the feedback provided by the Waimakariri District Council (the Council) regarding the internal layout of the proposed Ōhoka subdivision, this letter sets out the changes proposed to the site layout. This should be read in conjunction with the amended site plans and cross-sections in **Attachment 1**.
2. The format of this letter is to set out the feedback received in italics and the response below. Note that this is not a full response to all matters raised by the Council, as it only addresses where changes have been made to the plans.

Response to Comments

There are a number of intersections within Stages 2 and 4 where urban streets meet at very acute angles. These intersections have increased traffic safety effects from poor sight lines to conflicting vehicles, as well as substantially longer crossing distances for pedestrians. They also result in awkwardly large intersection areas with increased driver confusion and maintenance costs.

3. These intersections have been amended as far as is practicable. This includes:
 - a. Realignment of the Road 2-6 intersection with Road 2-2;
 - b. Realignment of the Road 4-6 intersection with Road 4-2;
 - c. Road 4-5 can be designed within the proposed road reserve to meet at broadly 90-degrees on the outside of the bend, during the detailed design stage;
 - d. A roundabout is now proposed at the Road 9-1 intersection with Road 10-1.

Road 7-5 does not have dimensions but appears to have a too-tight corner which may impact forward visibility and fitting in a footpath as per the cross section.

4. The boundaries at the Road 7-5 bend have been amended (as illustrated in **Figure 1**) to provide additional space for the required road geometry and footpath. The detailed design will confirm the bend radius and associated forward visibility.



Separation between offset intersections Roads 10-1 and 9-4 does not meet Austroads minimums, with a risk that side road drivers try to “weave” across the through road instead of two separate 90-degree turns with good visibility.

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All cross sections with 2.5m paths should refer to them as “shared paths” to note that cycling is permitted; cycling is not permitted on footpaths.

6. These have been updated on the attached cross-sections.

ITA para 68 notes that corner splays of 5m have been provided throughout the intersection PODP SUB-S7 calls out a minimum of 6m splays measured along the road boundary along all Local Streets and Roads

7. These have been amended to be 6m splays.

4.5m lane widths do not match Local Street standards in the PODP and are likely to result in high speeds. Traffic lanes should be 3.0-3.3m (wider on higher-function streets only) as per PODP Tables TRAN-3 and -4. However, on streets where additional space for parking is not provided, a 9.0m carriageway is appropriate; an 8.0m is the minimum required where no additional space is available for parking.

8. The 4.5m wide lanes were previously proposed on the 22m corridor roads, which are collector roads. The proposed collector road cross-sections (Type A, B and C in **Attachment 1**) have been updated to generally comply with the District Plan requirements of table TRAN-3 of the Partially Operative District Plan, with the following exceptions:
 - a. The District Plan requires on-road cycle lanes, whereas none are proposed as it is intended that cyclists use the shared paths on the collector roads; and
 - b. The District Plan requires a corridor width of 23m, where a width of 22m is proposed. That said, the transport elements are contained within the proposed corridor width (except the cycle lanes).
9. The carriageway of the 18m wide roads (Type D, E and F in **Attachment 1**) have been amended to be 8.4m wide (including on-street car parking), where this was previously 7m wide plus additional space for indented car parking. The proposed 8.4m carriageway width is slightly wider than permitted by the District Plan, which permits an 8m carriageway (including 2.2m of on-street car parking within the carriageway). The rationale for the 8.4m carriageway width is that it accommodates a 2.2m width of parking both sides of the road and retains a clear width of 4.0m for refuse collection or emergency services. This marginal additional width is not anticipated to lead to adverse effects, noting that on-street car parking will keep vehicle speeds low.

6.0-7.0m wide carriageways with no additional width for parking are not supported. Further, ITA para 96 suggests that Type D roads (with 7.0m carriageways) would not provide on road parking. While on-road parking demand is expected to be low in a large-lot residential area, Council’s Parking & Traffic Bylaw explicitly allows on-road parking in these areas and the assumption underlying the Type D cross section would not be supported.

10. The Type D cross-section has been revised as described in paragraph 9 to provide for on-street parking within an 8.4m carriageway. The minimum remaining carriageway width is 6.0m on Type E roads, which are classified as Low Volume Local Roads and for which a 6.0m carriageway is permitted by the District Plan.

1.0m berms are not appropriate for healthy street trees. Feedback from Greenspace arborists is that this will likely lead to infrastructure damage to the footpath due to



proximity of the planting. The swale design will encourage root growth towards the footpath due to significant ground level change and soil oxygen availability within the structural rootzone area, resulting in higher footpath maintenance costs and limited tree lifespans (also resulting in higher costs).

11. The berms have been increased to a minimum width of 2.05m. The 2.5m parking lanes on the collector roads may also be interrupted by 2.5m wide landscaped areas capable of accommodating additional tree planting, subject to confirmation through the landscape and detailed engineering design.

Service strips less than 700mm wide are too narrow (and not permitted per the ECoP) as they are not appropriate for mowing.

12. Service strips have been updated to be 0.7m on the attached cross-sections.

Widespread lengths of streets with footpaths on one side only is counter to a recent change in the PODP, has traffic safety effects of increasing walking in the street and/or unnecessary street crossings, and is not supported at the proposed scale.

13. The Council's comment relates to the Type E cross-section. That cross-section has been revised to provide a footpath on both sides of the road.

Changes to District Plan Compliance

14. The above changes lead to slight amendments to the non-compliances identified in the Integrated Transport Assessment (Table 18 of the ITA) submitted with the Application. Non-compliances relating to the road design identified in the ITA are restated in **Table 1** along with updated compliance commentary.
15. **Table 1** identifies that compliance with the Low Volume Local Road and Local Road cross-section has improved compared to that set out and assessed in the ITA. Additional non-compliances have been identified regarding the cross-section of the Collector Roads, with the effects of this being briefly assessed in paragraph 8 of this letter.



Table 1: Amended Compliance for TRAN-R3 (formation of a new road)

ITA Compliance Commentary	Updated Compliance Commentary
<u>Low Volume Local Roads (16m Corridor)</u> Three roads are proposed in this category and the following non-compliances are noted: • Two of these roads are longer than the maximum permitted 150m (Road 2-4 is 176m and Road 2-5 is 170m); • Footpaths of 1.8m width are required both sides of the road, whereas a footpath is proposed on one side only; and • The carriageway is required to be 6.5m wide (a 4m traffic lane plus a 2.5m wide parking lane). The proposed carriageway is 6m, with two traffic lanes of 3m proposed.	<u>Low Volume Local Roads (16m Corridor)</u> Three roads (all Type G) are proposed in this category and the following non-compliances are noted: • Two of these roads are longer than the maximum permitted 150m (Road 2-4 is 176m and Road 2-5 is 170m).
<u>Local Road (18m corridor)</u> The remaining roads are proposed to be local roads and the following is noted: • Footpaths of 1.8m width are required both sides of the road. Cross-sections C & D have footpaths both sides, but cross-sections A & B have a footpath one side and a shared path the other; and • The carriageway is required to be 8m wide (4m traffic lane plus 2m parking lanes both sides). The carriageway for cross-section A is 9m with further space for 2.5m wide indented car parking both sides. The carriageway for cross-section B is 9m with no indented car parking. The carriageway for cross-section C is 7m with further space for 2.5m wide indented car parking both sides. The carriageway for cross-section D is 7m with no indented car parking.	<u>Local Road (18m corridor)</u> Road Types D, E and F are proposed to be local roads and the following is noted: • The carriageway is required to be 8m wide (two 4m traffic lanes including 2.2m parking within the lanes). The carriageway for Road Types D, E and F is an 8.4m carriageway (two 4m traffic lanes including 2.2m parking within the lanes).
	<u>Collector Roads (22m corridor)</u> Road Types A & B are proposed to be collector roads: • Cycle lanes are required on collector roads, whereas no cycle lanes are proposed; and • A road corridor width of 23m is required, whereas a corridor width of 22m is proposed.



16. We trust this letter satisfactorily sets out the changes made to the site plans and road cross-sections to respond to Council's queries. However, please contact the undersigned if you have any questions regarding this matter.

Yours sincerely,

Novo Group Limited

Nick Fuller

Principal Transport Engineer

D: [REDACTED] | M: [REDACTED] | O: 03 365 5570

E: [REDACTED] | W: www.novogroup.co.nz

0021-051 - Ohoka Fast Track - TL001



Attachment 1: Amended Site Plan and Cross-sections

NOTES:

1. THESE DRAWINGS ARE TO BE READ AS A COMPLETE SET. ANY DISCREPANCIES MUST BE REFERRED TO THE ENGINEER FOR CLARIFICATION.
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5. THE CONTRACTOR MUST REMOVE ALL UNSUITABLE MATERIAL (E.G., VEGETATION, UNSUITABLE TOPSOIL, ETC.), INCLUDING ANY METALLED AREAS OTHER THAN AT THE SITE ENTRANCE.
6. LOT AREAS AND BOUNDARY DIMENSIONS ARE PROVISIONAL AND SUBJECT TO CONFIRMATION UPON COMPLETION OF THE FINAL LAND TRANSFER SURVEY.

LEGEND:

- STAGE BOUNDARY
- ABUTTAL BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED ROAD CENTERLINE
- RESIDENTIAL LOTS
- COMMERCIAL AREA
- PROPOSED ROAD
- PROPOSED RIGHT OF WAY
- PROPOSED WATER SUPPLY
- BOREHOLE LOT
- PROPOSED UPGRADED WATER TREATMENT PLANT
- PROPOSED WASTEWATER PUMP STATION LOT
- PROPOSED STORMWATER MANAGEMENT AREA
- RESERVE / WALKWAYS
- PROPOSED TOP OF BANK
- STORMWATER SECONDARY FLOW PATH
- GROUND DISTURBANCE / IMPERVIOUS SURFACE SETBACK
- MINIMUM RIPARIAN ENHANCEMENT SETBACK
- DRAIN SETBACK
- PROPOSED SWALE
- EXISTING TELECOM. TOWER
- EXISTING OVERHEAD POWER LINE
- EXISTING TRANSPOWER NATIONAL GRID YARD - 19m
- 15m LANDSCAPING STRIP SETBACK

B	ISSUED FOR FAST TRACK APPLICATION	SS	09/06/2026
A	ISSUED FOR FAST TRACK APPLICATION	SS	02/07/2025
REVISION DETAILS		BY	DATE

PROJECT: **MILL ROAD, OHOKA
WAIMAKARIRI
CANTERBURY**

DESCRIPTION: **SCHEME OVERVIEW PLAN**

	SURVEYED	-	-
	DESIGNED	PA	01/09/2026
	DRAWN	AA	01/09/2026
	CHECKED	LM	-
	APPROVED	MP	-
SCALE	1:4,000 @A1	1:8,000 @A3	REVISION
STATUS	FOR CONSENT		B
PROJECT	16013		
DWG NO	16013-00-RC-1010		

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- EXISTING TRANSPOWER NATIONAL GRID YARD - 19m
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A	ISSUED FOR FAST TRACK APPLICATION	-
REVISION DETAILS		BY DATE

PROJECT: MILL ROAD, OHOKA
WAIMAKARIRI
CANTERBURY

DESCRIPTION: SCHEME PLAN
SHEET 1 OF 7

	SURVEYED	-	-
	DESIGNED	PA	01/09/2026
	DRAWN	AA	01/09/2026
	CHECKED	LM	-
	APPROVED	MP	-
SCALE	1:1000 @A1	1:2000 @A3	REVISION
STATUS	FOR CONSENT		A
PROJECT	16013		
DWG NO	16013-00-RC-1011		

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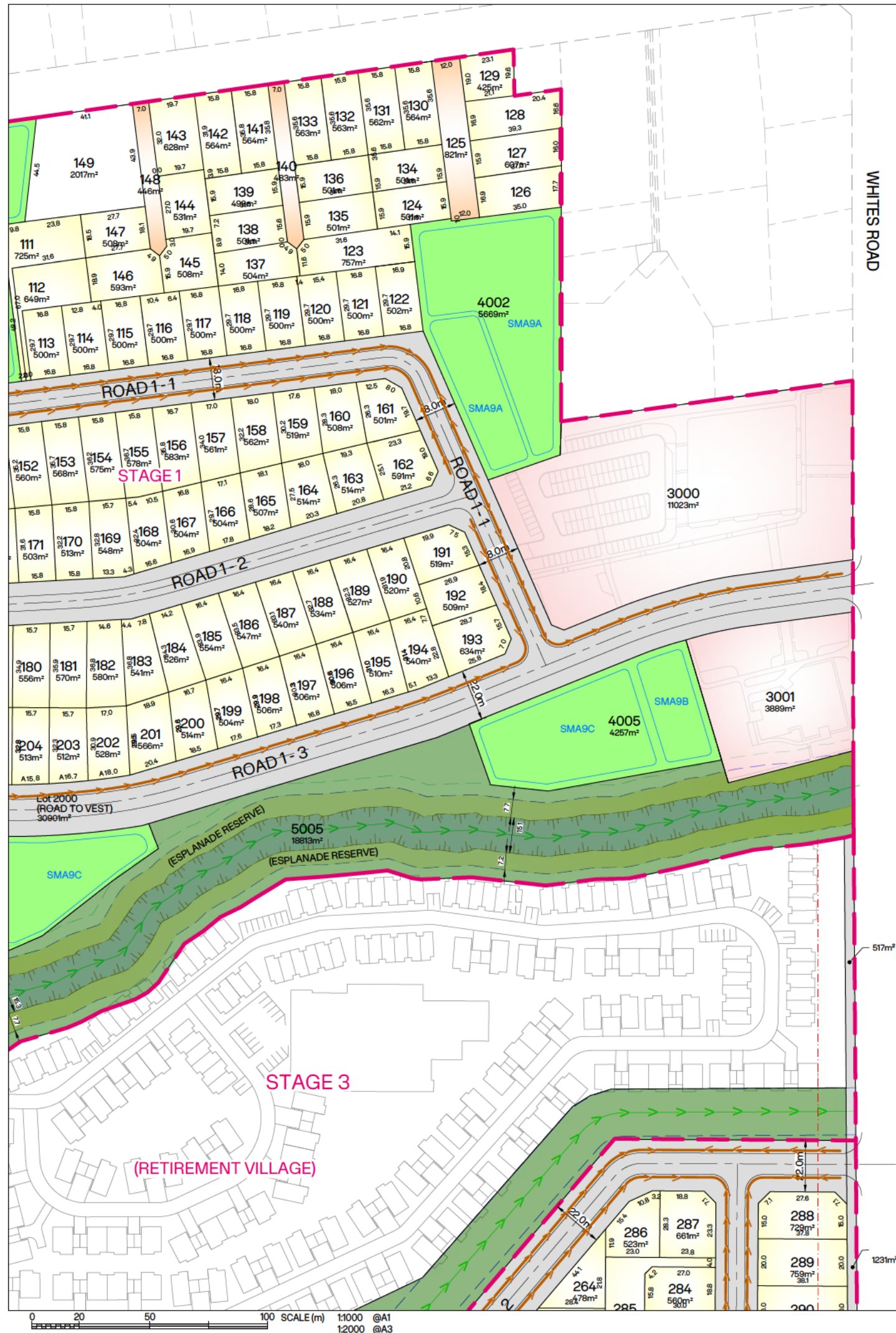
A	ISSUED FOR FAST TRACK APPLICATION	-
REVISION DETAILS	BY	DATE

PROJECT: MILL ROAD, OHOKA
WAIMAKARIRI
CANTERBURY

DESCRIPTION: SCHEME PLAN
SHEET 2 OF 7

	SURVEYED	-	-
	DESIGNED	PA	01/09/2026
	DRAWN	AA	01/09/2026
	CHECKED	LM	-
	APPROVED	MP	-

SCALE	1:1000 @A1	1:2000 @A3	REVISION
STATUS	FOR CONSENT		A
PROJECT	16013		
DWG NO	16013-00-RC-1012		





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LEGEND:

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| | 15m LANDSCAPING STRIP SETBACK |

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REVISION DETAILS		BY	DATE

PROJECT: MILL ROAD, OHOKA
WAIMAKARIRI
CANTERBURY

DESCRIPTION: SCHEME PLAN
SHEET 3 OF 7

	SURVEYED	-	-
	DESIGNED	PA	01/09/2026
	DRAWN	AA	01/09/2026
	CHECKED	LM	-
	APPROVED	MP	-

SCALE	1:1000 @A1	1:2000 @A3	REVISION
STATUS	FOR CONSENT		

STATUS	FOR CONSENT	A
PROJECT	16013	

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Plot Date: 11:59:08 AM 3 September 2026. PATRICK EDWARDS

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REVISION DETAILS	BY	DATE

PROJECT: MILL ROAD, OHOKA
WAIMAKARIRI
CANTERBURY

DESCRIPTION: SCHEME PLAN
SHEET 4 OF 7

	SURVEYED	-	-
	DESIGNED	PA	01/09/2026
	DRAWN	AA	01/09/2026
	CHECKED	LM	-
	APPROVED	MP	-
SCALE	1:1000 @A1	1:2000 @A3	REVISION
STATUS	FOR CONSENT		A
PROJECT	16013		
DWG NO	16013-00-RC-1014		



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1:2000 @A3



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MILL ROAD, OHOKA
WAIMAKARIRI
CANTERBURY

DESCRIPTION: SCHEME PLAN
SHEET 5 OF 7

	SURVEYED	-	-
	DESIGNED	PA	01/09/2023
	DRAWN	AA	01/09/2023
	CHECKED	LM	-
	APPROVED	MP	-

SCALE	1:1000 @A1	1:2000 @A3	REVISION
STATUS	FOR CONSENT		A

PROJECT	16013	A
DWG NO	16013-00-RC-1015	

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Synergy Version:

Plot Date: 11:59:19 AM,3 September 2026, PATRICK EDWARDS



File: C:\12DS\DATA\NOVO-12D\16013-OHOKA 26\03 CAD\001 CURRENT\16013-00-RC-1010.DWG



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A	ISSUED FOR FAST TRACK APPLICATION	
REVISION DETAILS		BY DATE
PROJECT: MILL ROAD, OHOKA WAIMAKARIRI CANTERBURY		
DESCRIPTION: SCHEME PLAN SHEET 6 OF 7		
	SURVEYED	-
	DESIGNED	PA 01/09/2026
	DRAWN	AA 01/09/2026
	CHECKED	LM
	APPROVED	MP
SCALE	1:1000 @A1	1:2000 @A3
STATUS	FOR CONSENT	
PROJECT	16013	
DWG NO	16013-00-RC-1016	

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5. THE CONTRACTOR MUST REMOVE ALL UNSUITABLE MATERIAL (E.G., VEGETATION, UNSUITABLE TOPSOIL, ETC.), INCLUDING ANY METALLED AREAS OTHER THAN AT THE SITE ENTRANCE.
6. LOT AREAS AND BOUNDARY DIMENSIONS ARE PROVISIONAL AND SUBJECT TO CONFIRMATION UPON COMPLETION OF THE FINAL LAND TRANSFER SURVEY.

LEGEND:

- STAGE BOUNDARY
- ABUTTAL BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED ROAD CENTERLINE
- RESIDENTIAL LOTS
- COMMERCIAL AREA
- PROPOSED ROAD
- PROPOSED RIGHT OF WAY
- PROPOSED WATER SUPPLY
- BOREHOLE LOT
- PROPOSED UPGRADED WATER TREATMENT PLANT
- PROPOSED WASTEWATER PUMP STATION LOT
- PROPOSED STORMWATER MANAGEMENT AREA
- RESERVE / WALKWAYS
- PROPOSED TOP OF BANK
- STORMWATER SECONDARY FLOW PATH
- GROUND DISTURBANCE / IMPERVIOUS SURFACE SETBACK
- MINIMUM RIPARIAN ENHANCEMENT SETBACK
- DRAIN SETBACK
- PROPOSED SWALE
- EXISTING TELECOM. TOWER
- EXISTING OVERHEAD POWER LINE
- EXISTING TRANSPOWER NATIONAL GRID YARD - 19m
- 15m LANDSCAPING STRIP SETBACK

A	ISSUED FOR FAST TRACK APPLICATION	-	
REVISION DETAILS		BY	DATE

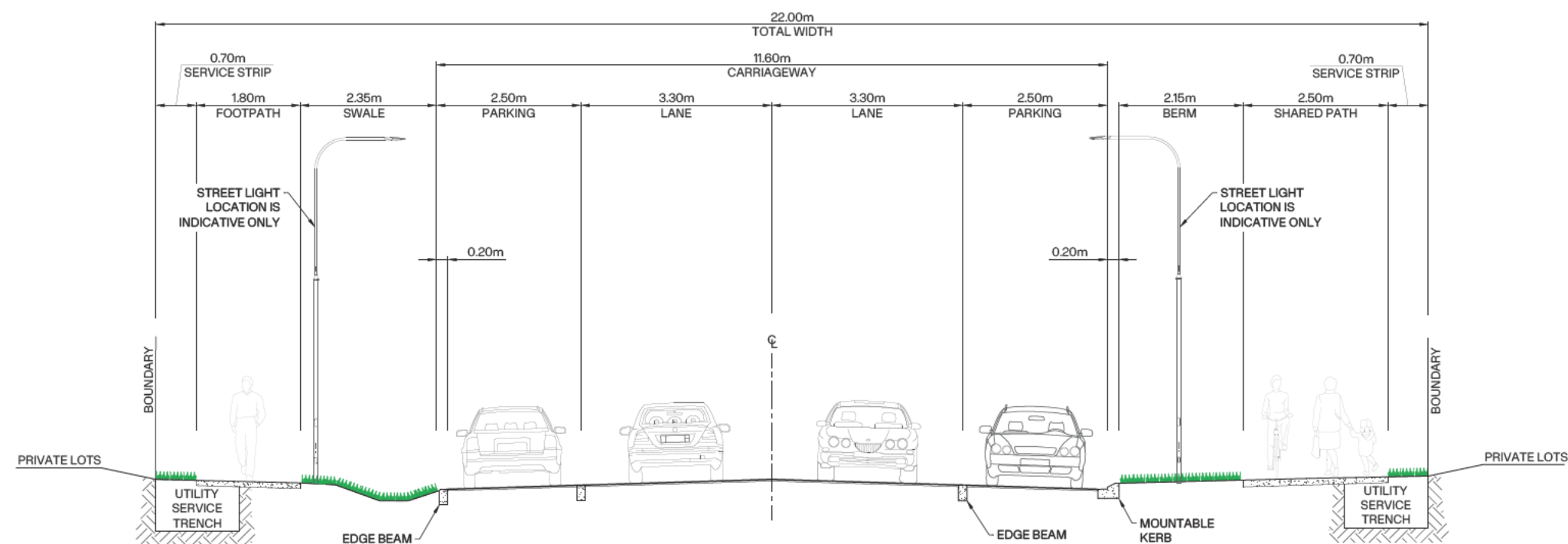
PROJECT: **MILL ROAD, OHOKA
WAIMAKARIRI
CANTERBURY**

DESCRIPTION: **SCHEME PLAN
SHEET 7 OF 7**

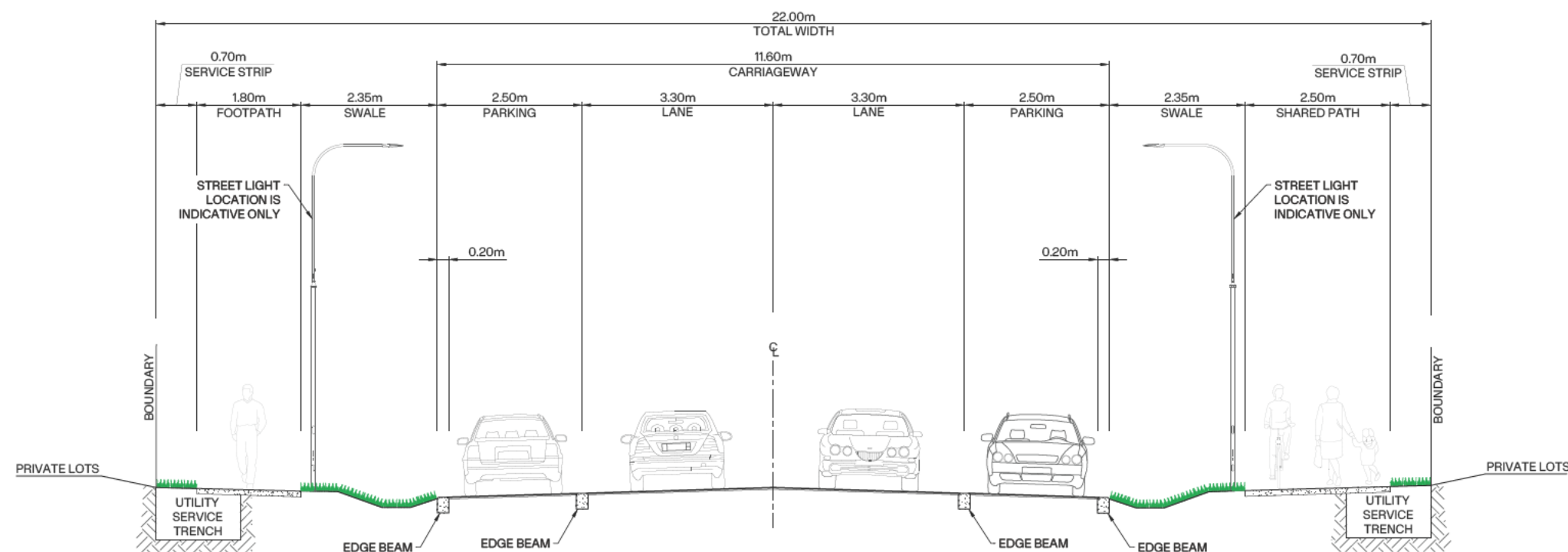
	SURVEYED	-	-
	DESIGNED	PA	01/09/2026
	DRAWN	AA	01/09/2026
	CHECKED	LM	-
	APPROVED	MP	-
SCALE	1:1000 @A1	1:2000 @A3	REVISION
STATUS	FOR CONSENT		A
PROJECT	16013		
DWG NO	16013-00-RC-1017		

NOTES:

1. ALL WORKS SHALL COMPLY WITH THE WDC ENGINEERING CODE OF PRACTICE (ECOP) UNLESS OTHERWISE SPECIFIED.
2. ASPHALTIC CONCRETE SPECIFIED IN ACCORDANCE WITH NZTA M/10:2020 SPECIFICATION.
3. BENKELMAN BEAM TESTING TO COMPLY WITH WDC ECOP SECTION 3.11.3 RESULTS ARE TO BE SUBMITTED TO THE WDC AS PER THE REQUIREMENTS OF ECOP 2.10.4 AND 3.1.1.
4. METAL COURSE DESIGN DEPTHS TO BE CONFIRMED BY TESTING SUBGRADE PRIOR TO PLACING SUB-BASE MATERIAL AND APPROVAL BY THE ENGINEER.
5. KERB CUTDOWN REQUIRED FOR ALL PEDESTRIAN ROAD CROSSINGS. CROSSINGS TO BE CONSTRUCTED IN ACCORDANCE WITH ECOP 213.
6. KERB CUTDOWN REQUIRED FOR ALL RESIDENTIAL VEHICLE CROSSINGS. CROSSINGS TO BE CONSTRUCTED IN ACCORDANCE WITH WDC ECOP 211 A-D, 212 A-C & 221 A (AS RELEVANT) & 219, 616.
7. SOW GRASS ON BERMS IN ACCORDANCE WITH WDC ECOP.
8. BERMS AND TREE PITS TO BE CONSTRUCTED AS PER WDC ECOP PART 10.
9. CARRIAGEWAY CROSSFALLS TO COMPLY WITH WDC ECOP SECTION 8.7.4.
10. FOR TREE LOCATIONS REFER TO DCM URBAN DESIGN PLANS.



A TYPICAL ROAD CROSS SECTION
22m ROAD WITH SWALE ON ONE SIDE
SCALE 1:50@A1 1:100@A3

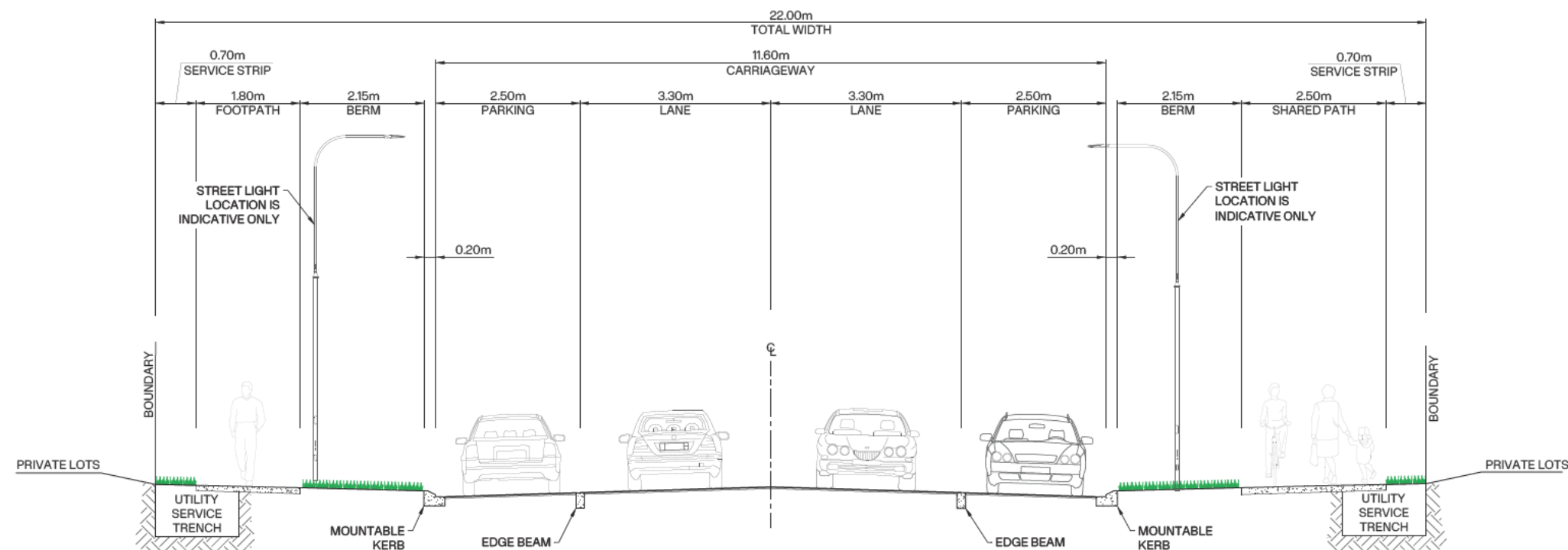


B TYPICAL ROAD CROSS SECTION
22m ROAD WITH SWALE ON BOTH SIDES
SCALE 1:50@A1 1:100@A3

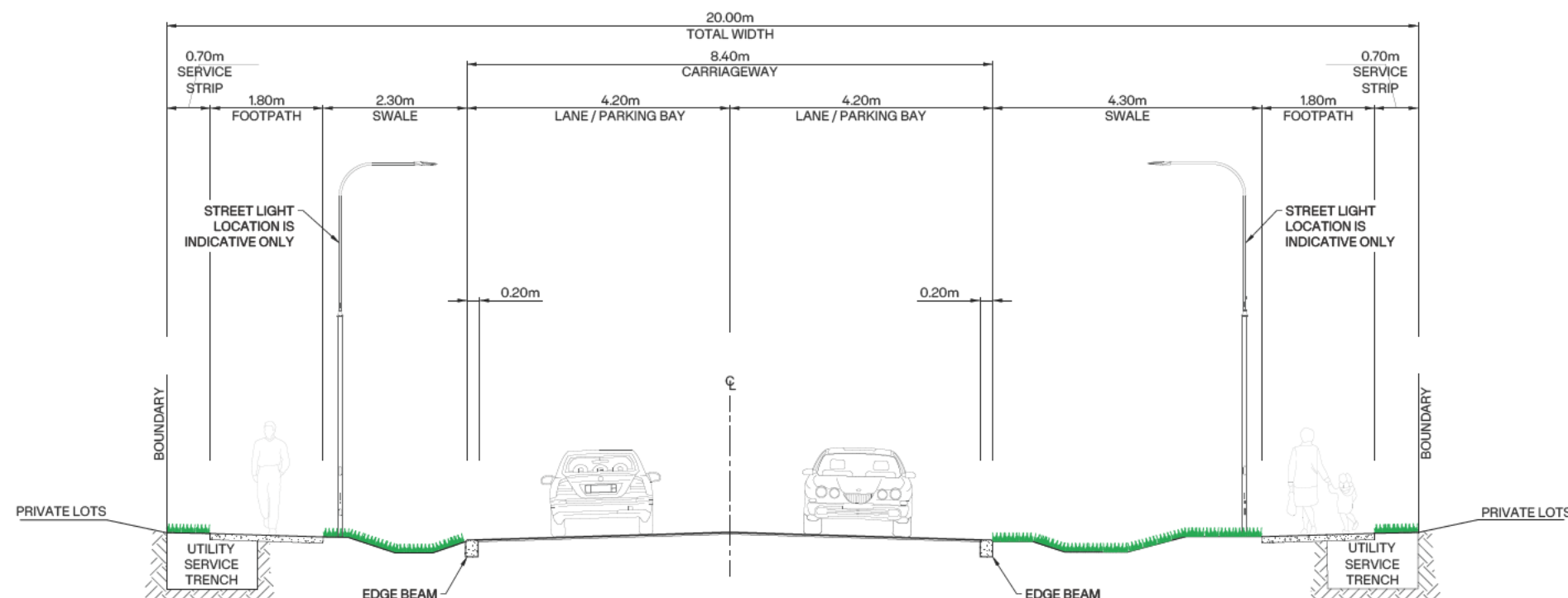
B	ISSUED FOR FAST TRACK APPLICATION	SS	09/06/2026
A	ISSUED FOR FAST TRACK APPLICATION	SS	02/07/2026
REVISION DETAILS		BY	DATE
PROJECT: MILL ROAD, OHOKA WAIMAKARIRI CANTERBURY			
DESCRIPTION: ROADING CROSS SECTION PLAN SHEET 1 OF 4			
	SURVEYED	-	-
	DESIGNED	AO	05/06/2026
	DRAWN	AA	05/06/2026
	CHECKED	SS	05/06/2026
	APPROVED	MP	09/06/2026
SCALE	AS SHOWN		REVISION
STATUS	FOR CONSENT		B
PROJECT	16013		
DWG NO	16013-00-RC-3300		

NOTES:

1. ALL WORKS SHALL COMPLY WITH THE WDC ENGINEERING CODE OF PRACTICE (ECOP) UNLESS OTHERWISE SPECIFIED.
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3. BENKELMAN BEAM TESTING TO COMPLY WITH WDC ECOP SECTION 3.11.3 RESULTS ARE TO BE SUBMITTED TO THE WDC AS PER THE REQUIREMENTS OF ECOP 2.10.4 AND 3.1.1.
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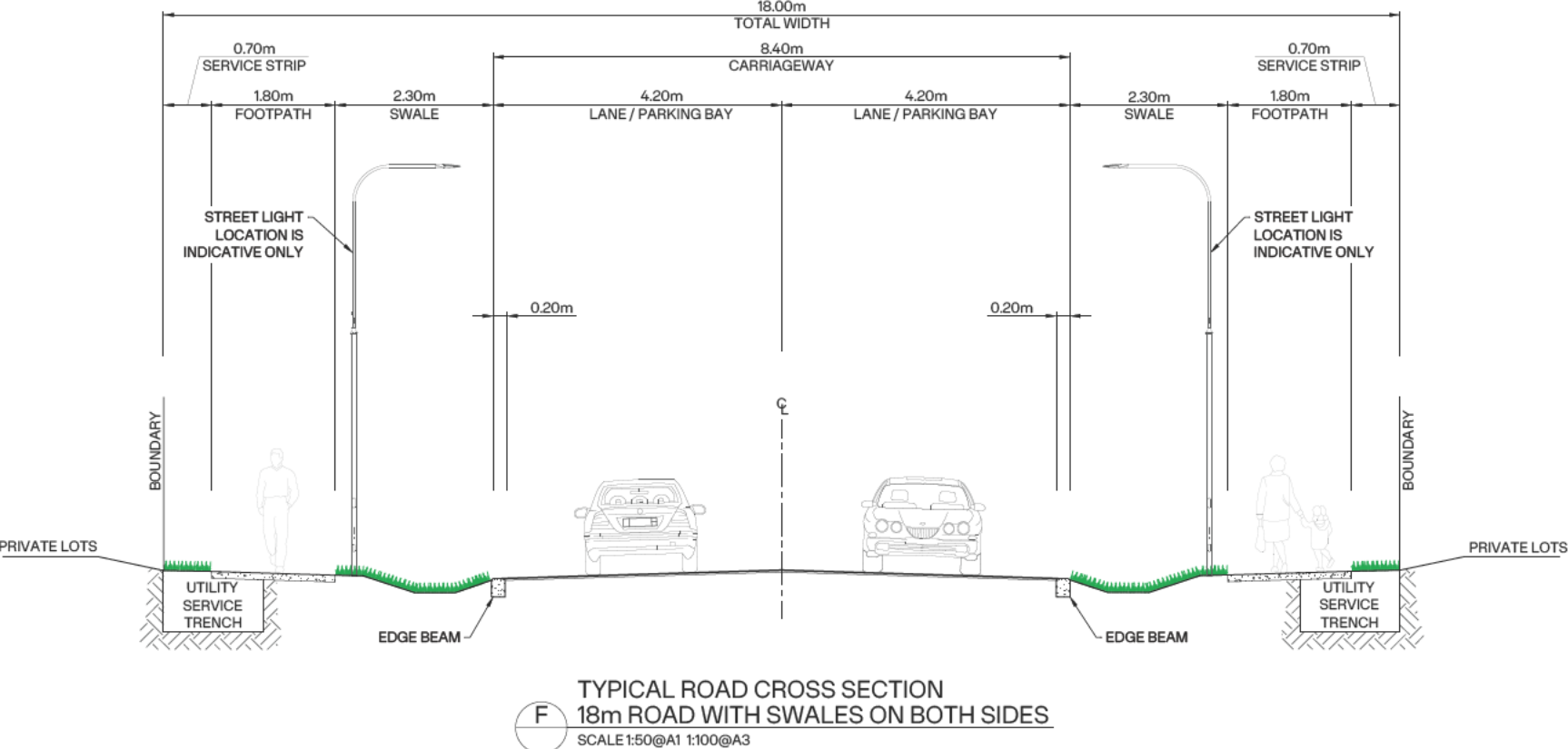
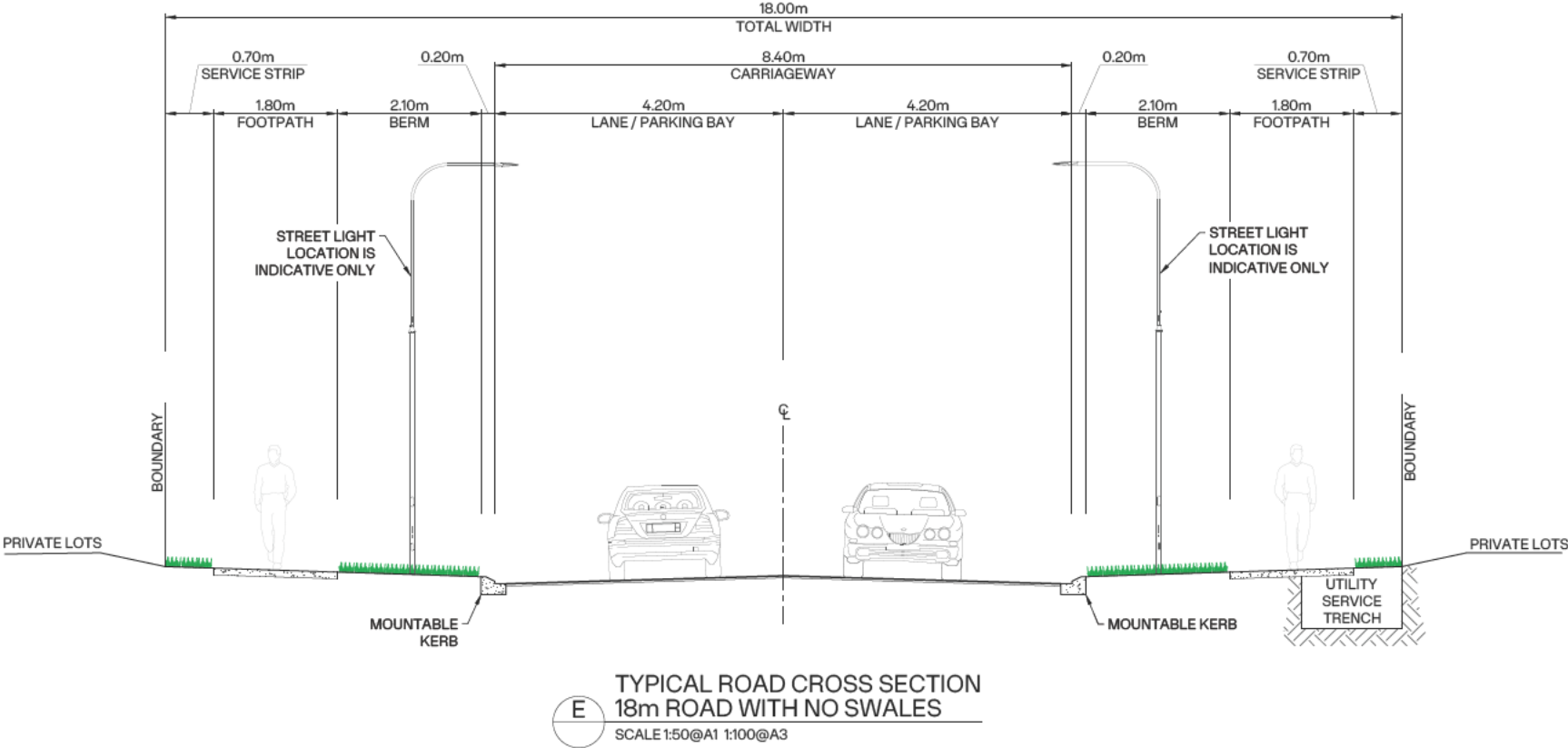
TYPICAL ROAD CROSS SECTION
C 22m ROAD WITH NO SWALES
SCALE 1:50@A1 1:100@A3



TYPICAL ROAD CROSS SECTION
D 20m ROAD WITH SWALES ON ONE SIDE
SCALE 1:50@A1 1:100@A3

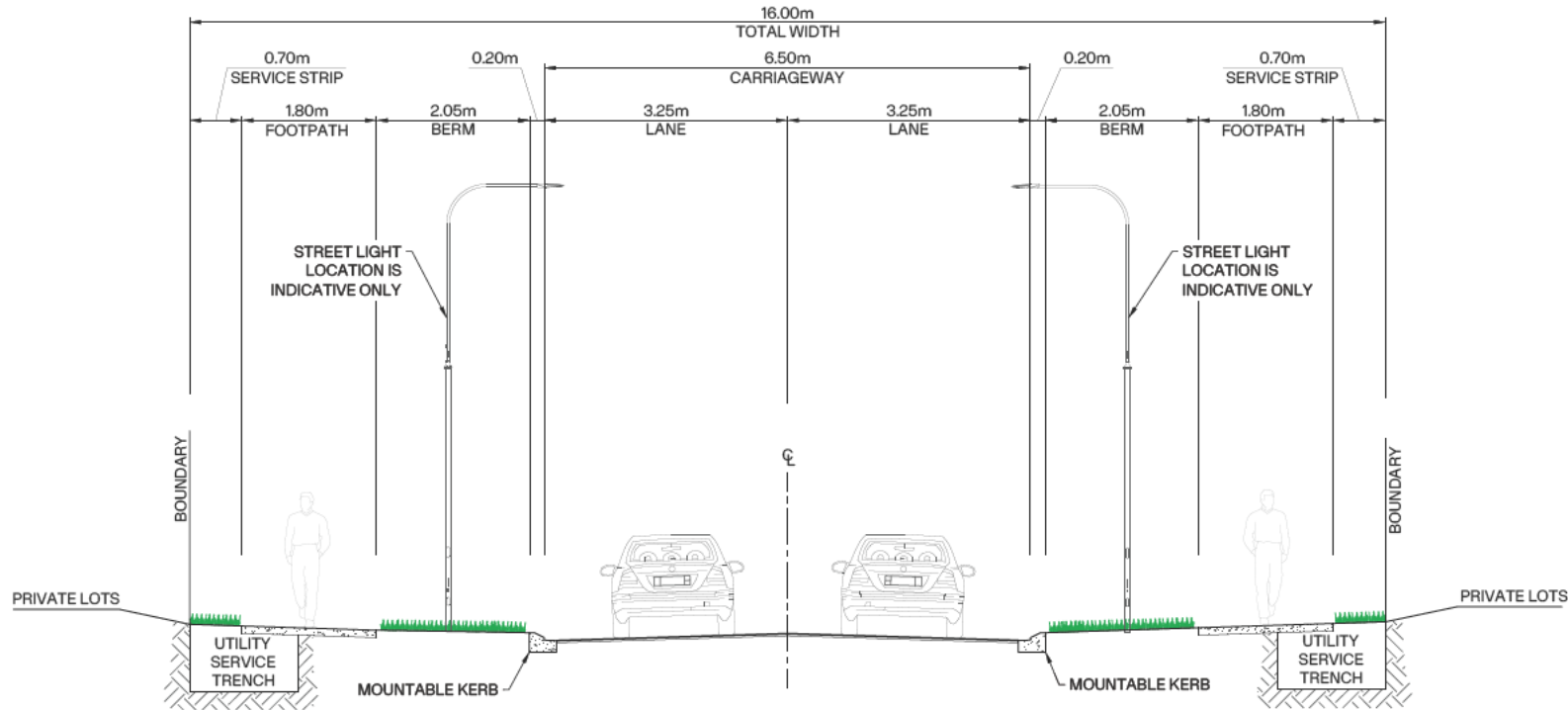
B	ISSUED FOR FAST TRACK APPLICATION	SS	09/06/2026
A	ISSUED FOR FAST TRACK APPLICATION	SS	02/07/2026
REVISION DETAILS		BY	DATE
PROJECT:			
MILL ROAD, OHOKA WAIMAKARIRI CANTERBURY			
DESCRIPTION:			
ROADING CROSS SECTION PLAN SHEET 2 OF 4			
	SURVEYED	-	-
	DESIGNED	AO	05/06/2026
	DRAWN	AA	05/06/2026
	CHECKED	SS	05/06/2026
	APPROVED	MP	09/06/2026
SCALE	AS SHOWN		REVISION
STATUS	FOR CONSENT		B
PROJECT	16013		
DWG NO	16013-00-RC-3301		

- NOTES:
1. ALL WORKS SHALL COMPLY WITH THE WDC ENGINEERING CODE OF PRACTICE (ECOP) UNLESS OTHERWISE SPECIFIED.
 2. ASPHALTIC CONCRETE SPECIFIED IN ACCORDANCE WITH NZTA M/10:2020 SPECIFICATION.
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 8. BERMS AND TREE PITS TO BE CONSTRUCTED AS PER WDC ECOP PART 10.
 9. CARRIAGEWAY CROSSFALLS TO COMPLY WITH WDC ECOP SECTION 8.7.4.
 10. FOR TREE LOCATIONS REFER TO DCM URBAN DESIGN PLANS.

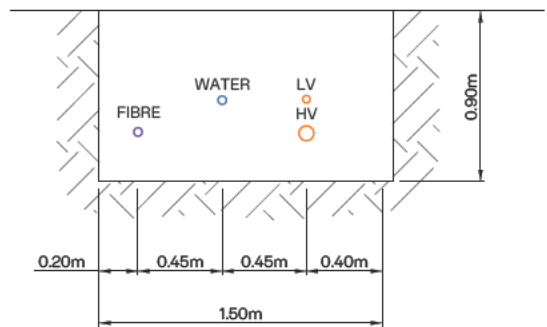


B	ISSUED FOR FAST TRACK APPLICATION	SS	09/06/2026
A	ISSUED FOR FAST TRACK APPLICATION	SS	02/07/2025
REVISION DETAILS		BY	DATE
PROJECT:			
MILL ROAD, OHOKA WAIMAKARIRI CANTERBURY			
DESCRIPTION:			
ROADING CROSS SECTION PLAN SHEET 3 OF 4			
	SURVEYED	-	-
	DESIGNED	AO	05/06/2026
	DRAWN	AA	05/06/2026
	CHECKED	SS	05/06/2026
	APPROVED	MP	09/06/2026
SCALE	AS SHOWN		REVISION
STATUS	FOR CONSENT		B
PROJECT	16013		
DWG NO	16013-00-RC-3302		

- NOTES:
1. ALL WORKS SHALL COMPLY WITH THE WDC ENGINEERING CODE OF PRACTICE (ECOP) UNLESS OTHERWISE SPECIFIED.
 2. ASPHALTIC CONCRETE SPECIFIED IN ACCORDANCE WITH NZTA M/10:2020 SPECIFICATION.
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G TYPICAL ROAD CROSS SECTION
16m ROAD
SCALE 1:50@A1 1:100@A3



H TYPICAL UTILITIES SERVICES TRENCH DETAIL
SCALE 1:20@A1 1:40@A3

A	ISSUED FOR FAST TRACK APPLICATION	-	-
REVISION DETAILS		BY	DATE
PROJECT:			
MILL ROAD, OHOKA WAIMAKARIRI CANTERBURY			
DESCRIPTION:			
ROADING CROSS SECTION PLAN SHEET 4 OF 4			
	SURVEYED	-	-
	DESIGNED	AO	05/06/2026
	DRAWN	AA	05/06/2026
	CHECKED	LM	05/06/2026
	APPROVED	MP	09/06/2026
SCALE	AS SHOWN		REVISION
STATUS	FOR CONSENT		A
PROJECT	16013		
DWG NO	16013-00-RC-3302		